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HISTORY
OF THE
ROCKAWAYS



BY
ALFRED H. BELLOT

HISTORY

OF THE

ROCKAWAYS

From the year 1685 to 1917

Being a complete record and review of events of
historical importance during that period in the
Rockaway peninsula, comprising the villages
of Hewlett, Woodmere, Cedarhurst,
Lawrence, Inwood, Far Rockaway,
Arverne, Rockaway Beach, Belle
Harbor, Neponsit and
Rockaway Point

BY

ALFRED H. BELLOT



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Foreword

"What's past is prologue."
—*Shakespeare's Tempest.*

IN preparing this first issue of the History of the Rockaways it has been my earnest endeavor to complete a work containing only well authenticated facts and to search diligently into tradition, wherever possible, in order that surmise and guesswork may be totally eliminated. The present work is the result and is the product of considerable research and inquiry, extending over a period of several years. Portions of Colonial, State, County and Village records have been copied and many officials and old residents, whose knowledge and information I have availed myself of, have been interviewed.

A review of past events is not only a monument to the achievements of our forefathers, but it is a healthy mental exercise and a guide. It should prove to be a beneficent influence inasmuch as we may learn from their actions and experiences and fit ourselves accordingly during our own brief span of life before our time comes, as theirs did, to pass over into the Great Beyond.

This work would be incomplete without a heartfelt tribute and acknowledgment being paid to our brave sons, so many of whom have gone from our midst, with little warning, to risk their lives on behalf of their country and the freedom of mankind, and who are heroically doing their share to hasten the end of the present terrible world conflict.

Cordial thanks are extended to all who have assisted me, and particularly to Mrs. Sarah C. Lockwood, ex-Judge Edmund J. Healy, the late Watkin W. Jones, James Caffrey, Edward Roche, Divine Hewlett, William Scheer, J. W. Wainwright, Charles A. Schilling, David J. Felio, Dr. J. Carl Schmuck, Carleton Macy, W. S. Pettit, W. H. E. Jay Junior, Charles R. Bettes, Andrew McTigue, The Tablet and others.

ALFRED H. BELLOT.

Far Rockaway, N. Y., December 7th, 1917.

INDIAN NAMES AND MEMORIES

*Long Island winds are blowing fair and free
As when of old, a thousand years ago
They swept the shining sands, o'erleapt the highest tree,
And through the sandy barrens trampled slow.*

*Was there no poetry in those wild days
When Indian braces their love songs murmured low?
When the young mother held her babe in arm,
And Indian lullabys sang sweet and slow?*

*Was there no poetry in those old days
When lifted skies at sunrise arched the dawn?
Where sparkling waters dimpled all the day
And darkling midnights hovered close and warm?*

*Reckowhucky, that "lonely place," that "place
Of waters bright." Kisseena, "it is cold."
Ronkonkoma, "the wild goose' resting place."
Manhattan "island hill," and Maspeth "overflowed."*

*Gowanus "here the sleeper rests," Canarsie
"Fenced place," and Merrick "here is barren
Land," "dewoid of trees it stands." Massápequa
"Great water land"—how few, how few they are.*

*THEIR poetry was Nature's. Deep within
The heart they held it, but all unexpressed
In wreathed numbers was the joy they felt,
So silent, grave, they lived their lives, and passed.*

*From shore and river, forest-land and plain,
They passed away. Of all they saw and wrought,
Of all their stately life and utterance,
A few names glimpse for us their every thought.*

—*Jessie Fremont Hume.*

History of the Rockaways

*O there are Voices of the Past,
Links of a broken chain,
Wings that can bear me back to Times
Which cannot come again;
Yet God forbid that I should lose
The echoes that remain.*

—Procter.

SWEEP along its entire south side by the rolling breakers of the Atlantic Ocean, the narrow neck of land now known as the Rockaway Peninsula, thickly populated and attracting millions of visitors annually, was taken over from the Indians by the first white settlers two hundred and thirty years ago.

At the present day a large part of the peninsula, which somewhat resembles in shape an elongated, toeless human foot pointing to the west, is part of the Greater City of New York and is one of the most popular summer playgrounds and breathing spaces on the Atlantic seaboard.

In addition to being a summer resort, it is a collection of villages, each of which has its own permanent resident population, its own religious, civic and social centres and activities and its own pride, achievement and aspirations.

Beginning with Hewlett and proceeding south and west, the peninsula includes Woodmere, Cedarhurst, Lawrence, Inwood, Far Rockaway, Edgemere, Arverne and Rockaway Beach, which latter is sub-divided into the sections of Hammels, Holland, Seaside, Rockaway Park, Belle Harbor, Neponsit and Rockaway Point. Of these villages the most important and thickly populated is Far Rockaway in the centre.

The peninsula is bounded on the south by the Atlantic ocean, on the east by Woodmere or Brosemere Bay and Nassau County, and on the north by Jamaica Bay and Nassau County. The westerly extremity is a point of land terminating at the junction of the ocean and bay, south of Coney Island, there forming the well-known treacherous Rockaway Inlet.

It was at this point that Henry Hudson, the famous discoverer of the Hudson River, was delayed in entering that river on his search for the northwest

passage to China from Europe. In the log book of Hudson's ship the "Half Moon" bearing date September 3rd, 1608, his mate, Robert Juett of Lime House (England), notes that in attempting to enter the "Northermost of the three great rivers" he was deterred by the sand bar and shallow water and turned toward the narrows. The "northermost" referred to was the old Rockaway inlet to Jamaica Bay. A year later a boat's crew from the "Half Moon" landed on Coney Island, near the inlet, for the purpose of burying one of their comrades who had been killed by Indians while they were exploring the bay and river.

The greatest assets of the Rockaway peninsula are its proximity to the Atlantic Ocean and its easy accessibility. Served by a frequent and fast electric train service connecting with Manhattan, Brooklyn, Long Island City, Jamaica and all Long Island, the entire section affords a haven of rest whose health-giving properties are eagerly taken advantage of by tired city dwellers anxious to escape the city turmoil and summer heat. Bathing, boating, yachting, fishing, tennis, golfing and horse racing are among the principal summer outdoor sports and pastimes. There are several country clubs with large memberships, admirable golf courses, hundreds of public and private tennis courts, numerous private yacht, shooting, and bowling clubs, a large summer variety or vaudeville theatre and numerous moving picture theatres. Hotel and home life provide every conceivable branch of social activity participated in by residents in the various sections. Society leaders, princes of finance, politicians, members of the diplomatic service, leading men in the legal, clerical and medical professions; the stockbroker, manufacturer, factor, business man, salesman, clerk, stenog-

rapher, and laborers; in fact, the world, his wife and his sweetheart, have a recurring or permanent regard for the Rockaways, which they make their summer resort or regular home.

The resident population of the Rockaway Peninsula in the months between October and May is estimated at 36,000 persons. The distribution of nationalities of the inhabitants is typical of a great city. The American born are everywhere, but mostly live in the northeasterly, or Nassau County, end of the peninsula. Irish, Jewish and Germans are found in large numbers, and there is a considerable sprinkling of English, Scotch, French, Italians, Swedes and Norwegians. From May to October, which is the season when hotels open and cottages and tents are rented, it is almost impossible to estimate the number of residents. Strictly speaking, the "season" is from July 4th to Labor Day, but these dates are only observed in the Seaside section, where there is a popular amusement colony. It is probable that during a good summer season the population reaches as high as a quarter of a million souls, and to these must be added an enormous number of "day trippers" and week-end visitors.

Occupations

Many residents of the Rockaways are of the class known as "commuters." The men have their employment or business in other parts of the city, and travel back and forth daily. Every village contains up-to-date stores of all descriptions where food, clothing and merchandise of all kinds, and in any retail quantity, may be purchased at favorable prices. Far Rockaway and Rockaway Beach are very well equipped in this respect.

There are not many factories in the Rockaways, and the small number which exist give employment to very few persons. During the summer months employment generally is plentiful, mostly being in connection with hotels, boarding houses, bathhouses and retail stores. It is the usual practice for owners of cottages to rent them out for the summer months and reside there during the remainder of the year. Considerable quantities of land are under cultivation and mostly produce vegetables, for which there is ever a ready market.

The fishing industry forms by no means an unimportant part in the provision of employment. Blackfish, weakfish and bluefish abound, while the Rockaway and Woodmere oysters and clams have a nation-wide reputation. Oyster beds are numerous and profitable and the number of men who "follow the bay" is considerable.

County Boundaries

The whole of Far Rockaway and all other villages westward to Rockaway Point form the Fifth Ward of the Borough of Queens, which is one of the five boroughs constituting the city of Greater New York. The remaining villages of Inwood, Lawrence, Cedarhurst, Woodsburgh, Woodmere and Hewlett are in Nassau County, which bounds Queens County on the east. Nassau County was created out of Queens County when Greater New York was elevated on January 1st, 1898, and the peninsula, which has its own geographical and communal entity, was then divided and governed in the arbitrary manner—so far as the Queens County portion of it is concerned—under which it is governed today. The reader is referred to the maps published with this volume for a more complete understanding of boundaries and locations.

Geological Characteristics

The geological formation of the peninsula is as varied as can be desired. The settlement of Edgemere and all of the westerly end consists of sand, much of which has been pumped in to make a more solid foundation than was afforded by the sandy marshes, which existed before real estate developers and builders took a hand in the matter. The other villages are on solid terra firma and lakes, woods and streams abound. There is no rock formation or strata.

Climate

The climate is at all times extremely bracing and this is one of the principal reasons for the great popularity of the peninsula. The summer heat is always tempered with gentle breezes from the ocean and the bay, and the severity of the winter's cold is greatly alleviated, and often made pleasant, by warm winds blowing over water heated by the Gulf Stream, which flows past these shores in its journey from the Gulf of Mexico to Ireland.

EARLY HISTORY

CONSIDERABLE interest has been and is displayed in the origin of the word "Rockaway." Reliable historians agree that the name is a corruption of the word "Reckouwacky," the latter being the name chosen by a tribe of the Carnarsee Indians when they established themselves at Rockaway Neck. "Reckouwacky" means "the place of our own people," and was used by this sub-tribe to distinguish their place from other places, such as Mispat (now Maspeth), and Jameco (now Jamaica), which were occupied by tribes they had conquered. If the reader will enunciate the name in the guttural tones used by Indians it will readily be seen that the altered spelling is easily accounted for.

Another name used by some writers is Rekanawahaha, "the place of laughing waters," but the reason for ascribing the former use of this name, which is certainly an admirable one, appears to have had its foundation more in poetry than reliable data.

The Carnarsee tribe was part of the Mohegan tribe of the great Mohawk nation. This tribe inhabited the whole of Long Island, and sold it to the Dutch in 1640. Although they parted with title to their land they still occupied portions of it and paid annual rents, usually in the form of a specified number of bushels of wheat.

Although all titles to Rockaway property are properly carved out of the Palmer patent, granted by the English Governor Dongan to John Palmer, and that grant is the earliest recorded document in relation to the Rockaways, it is not correct to conclude or suppose that this is the earliest historical mention of the Rockaways.

In 1642 a conference was held in "the woods near Rockaway" between Dutch envoys, headed by one De Vries, and sixteen sachems, representing Indian tribes, who complained of wrongs inflicted upon them by the Dutch. At this meeting, we are told, "addresses of simple pathos were made and the Indians emphasized the wrongs complained of by laying down a twig for each complaint." Apparently the Indians were not satisfied, and reprisals were made during the winter, but in the spring they relented as they desired to plant their corn and wished for peace with

the paleface people. Accordingly they sent three delegates from the wigwams of their great chief, Penhawitz, to Fort Amsterdam (Manhattan Island), where Governor Kieft was stationed with his forces. They bore a white flag, but the Hollanders did not trust them and only two of their number volunteered to go out of the fort to meet the Indians. These were De Vries and Jacob Olfertsen.

"Our chief has sent us," said the savages, "to know why you have killed his people, who have never laid a straw in your way nor done you ought but good? Come and speak to our chief on the sea coast." Setting out with the messengers, De Vries and Olfertsen in the evening came to "Reckouwacky," or Rockaway, where they found nearly three hundred savages and thirty wigwams. The chief, who had but one eye, invited them to pass the night in his cabin and regaled them with oysters and fish.

As the years passed, life between the settlers and the Indians became more peaceful and the number of white settlers at Hemsteede (now Hempstead), meaning "homestead," Jamaica and Flushing greatly increased.

In 1685 the Reckouwacky or Rockaway tribe had their headquarters at Hog Island, now known as Barnum's Island, in Woodmere Bay. Tackapoucha of Madnan's Neck (now Little Neck), was tribal chief, and the Rockaway sachem or sub-tribal chief was Paman. At that time the Indians were paying to the English Governor an annual rent of "five bushels of good winter wheat" and of course their title was merely one of occupancy. They agreed to sell their interest in Rockaway Neck, as it was then called, for the sum of £31-2-0 in British money.

A deed was drawn on October 6th, 1685, and executed with due ceremonies two days later. This deed was a conveyance by the tribe of Indians through their chiefs, Tackapoucha and Paman, of "the whole of that tract of Rockaway Neck and beach extending from a line on the West, known as Wells Line, not far from the turnpike, to the point of the beach on the west at the inlet at Jamaica Bay." This "point of the beach" was at that time a short distance

session of this land, inasmuch as Judge Palmer was forced to commence suits against him. Where after it had sometime depended, Pearsall finding that to insist on his pretense would not avail him, and as for his being frightened into it by Capt'n Palmers being Judge, there's noe such thing for on purpose he himself withdrew & left the management of that Court to his Colleague, Judge Nicolls and as for the lands being the only pasture for the town its wholly false for its no pasture at all, being all woodland, and that town having a plain of upwards of 40,000 acres of good pasture without a stick upon it & as for its value I believe Judge Palmer would think himself obliged to Capt'n Santen or any others that would give him two hundred pounds for it."

The foregoing will show that from the earliest days the Rockaway Title formed the subject of dispute and many Rockaway men living to-day will agree that in some sections, mostly near the water-front, disputes are still continued.

The Town of Hempstead objected to the sale of Rockaway Neck in 1685, alleging that Tackapousha had no authority to sell as the land belonged to the town. They commenced an action to upset the grant and conveyance to Palmer and asked for possession. They were defeated and had to pay costs of the action. The following notice calling a town meeting to approve the accounts and payments is worthy of reproduction:

"John Smith,

"Justis of ye Peace.

"At a towne meeting held in hempstedd november ye 27. 1699 it was voted and concluded by a maior vote yt Justis Smith, Isack Smith, John Pine, John ffoster and william Willis shall heare ye accoumpts of those yt demand mony of ye towne Conserving ye tryall aboute Rockaway and macke Returne to ye towne for theire aprobation in yt matter.

"By order

"Joseph Pettit. Clerck."

In those days Rockaway was considered an outlying portion of the Town of Hempstead, an important Long Island town even then. Being also close to Jamaica, its communications with that town were among the earliest to be opened. The history of Rockaway has

always been closely associated with the history of Hempstead and Jamaica.

Two years after Palmer obtained his grant or title to Rockaway, from the British Government, he sold the property to Richard Cornell, an ironmaster of Flushing. The consideration or price, contrary to the custom of those days, was not mentioned in the deed of conveyance, dated August 23rd, 1687, which refers to it in a simple manner by calling it "valuable."

This is of special interest in view of the record that on August 20th, 1687, Richard Cornell and his wife, Elizabeth, sold to John Palmer one-third of a tract at Madnan's Neck, formerly granted by Governor Nicholls to Thomas Hicks, and which was sold in 1666 by Hicks to Cornell.

The name Cornell was also spelled Cornwell and Cornwall, the family being one of the most prominent and wealthiest on Long Island. Cornell University, New York, was founded by Ezra Cornell, who was a lineal descendant of the original Rockaway Cornell.

It is interesting also to note, in passing, that in 1667, Palmer was appointed by Governor Nicholls to enroll the militia in Queens County, and that Richard Cornell in 1670 was "permitted to sell liquors and powder to the Indians."

Richard Cornell was born in the County of Essex, England, in 1625, came to America with his parents and settled later at Cornbury, Flushing, where he purchased considerable property. In addition to the Rockaway purchase the records show that in 1684 Tackapousha and other Indians sold to Richard Cornhill (Cornell), and others, all the land called Flushing, bounded west by Flushing Creek, south by the Jamaica line, east by Hempstead and north by the Sound.

The First White Settlers

Richard Cornell settled at Rockaway with his family in 1690. It is a matter of great doubt and one upon which no definite information or data exists as to whether any houses were here before 1690, when Cornell erected a large frame structure for the use of himself and his family. It seems a safe presumption that except for a few huts, probably used by Indians, the Cornell

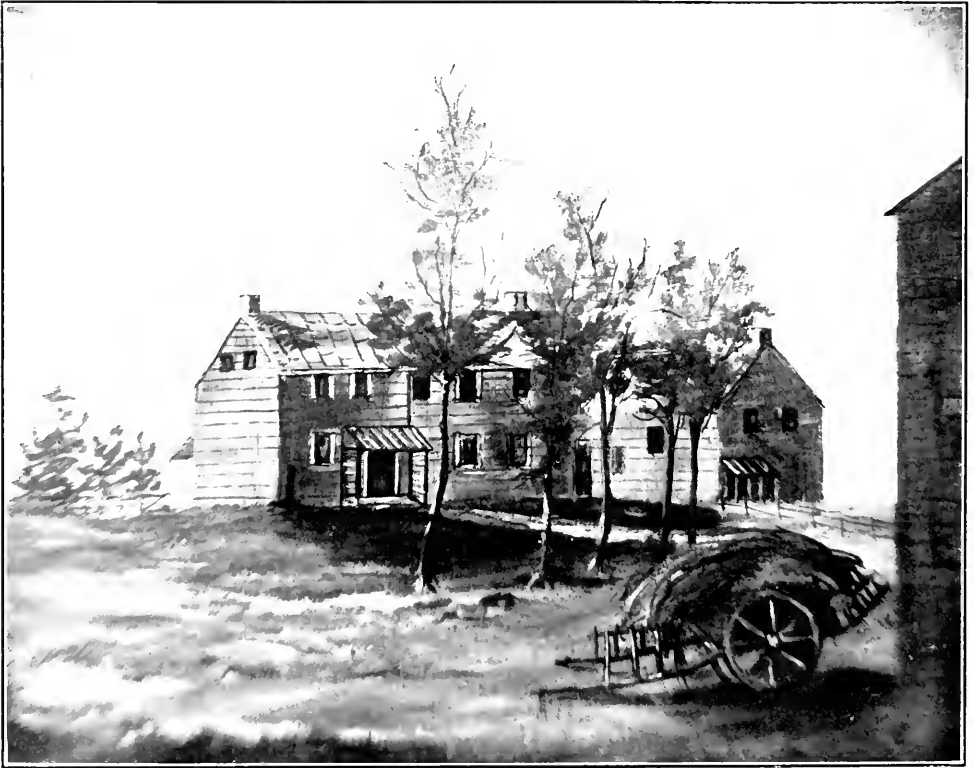
house, of which we herewith give a reproduction, was the first ever built at Rockaway.

In addition to the purchase from Palmer, Cornell also purchased adjoining property to enlarge his holdings. On December 26th, 1690, John Smith of Hempstead, sold and conveyed to Cornell a large tract adjoining the easterly end of Cornell's property.

The Cornell homestead overlooked the Atlantic Ocean and was at Far Rock-

ship-wrecked settlers supposed to be pioneers in this section may be treated as mere gossip and the legitimate and clear line be established of the very much alive and real persons who were the actual pioneers and active settlers and cultivators of this highly important, if outlying section, of the greatest and most progressive city in the world.

The name of the first settler has been the cause of considerable confusion,



FIRST HOUSE IN ROCKAWAY—CORNELL HOMESTEAD—1690-1833.

away. A picture of this house was painted by Rebecca Hubbard Cornell, a grand-daughter of the first Cornell. The house was demolished in 1833 to make way for the Marine Pavilion, on the site of which it formerly stood.

The Cornells were the original settlers in Rockaway and all titles to property here are deduced from theirs. For that reason we have thought it advisable to dwell at considerable length on the history of that family, believing that by so doing, the traditional stories of

owing to the faulty orthography of the period. Cornell is the real name. By a corruption of the name in common use it was made Cornwell and Cornwall.

For a number of years Richard Cornell lived at Rockaway with his wife, five sons, three daughters, negro servants and farm hands. As the family grew, additions were made to the house which at last became the rambling structure depicted. On the 7th day of November, 1693, shortly before he died, Cornell made his will, which we repro-

duce in the following pages. It will be noticed that his eldest son, Richard, received very little under the document. The reason for this was not lack of affection on the part of the father for his son, but was owing to the fact that the father had made very considerable presents of land to his eldest son, during his lifetime, and wished his remaining children to have a fair share. Cornell had property other than his Rockaway home.

The will, which discloses much faulty spelling, although obviously prepared by a lawyer or "solicitor" as the profession was known under the English regime, is filed in the Surrogate's office of New York County at the Hall of Records, Chambers Street, Manhattan, and reads as follows:

Cornwall's Will of Rockaway

In the name of God, Amen: the seventh day of November Anno ye Dominy 1693 and in the fifth year of the reign of our Sovereigne Lord King William over England, Richard Cornell of Rockaway in Queens County in ye Island of Nassau in America being sick and weeke but of goode and perfect minde and memory praise be given to God Almighty, yet calling to minde the uncertainty of this Life and how certain wee are to dye and yet the time of our death most uncertain, do make publish and declare this my Last Will and Testament in manner following that is to say. First and Principally I commend my soul into the hands of Almighty God, my Creator & my body I commit to the Earth to be decently buried at the Discretion of my Executors herewith named and as for touching and concerning all & every such worldly Estate which God of his infinite goodness has blest me with all in this Life. I give bequeath and devise in manner following. Imprimis by this my Last Will and Testament and doe binde and make over all my Lands and Meadows situated and lying at Rockaway upon the South side of ye island of Nassau in the Province of New Yorke. In America for the paying & satisfying a certain Debt oweing by me to the children of John Washburne Decd., and in case my Executors do not duly

pay and satisfye the said debt to ye said children as it shall become due according to the tennor & the true intent of the Will and Testament of ye said John Washburne decd. It is my minde and will that the overseers of this my Will and Testament may and shall sell and alienate the aforesaid lands for ye payment of ye said debt & return the overplus to my four sons, William, Jacob, Thomas and John Cornell. Item. I doe give and bequeath unto my son William Cornell and his heirs forever a certain part of my lands and meadows situated att Rockaway as aforesaid as hereafter is mentioned (to witt) bounded on the north side with the old fence upon the South side of the last years wheat fields so running Easterly to Hempstead line Southerly by the new sea including all lands broken lands, Marshes, beaches, excepting such preservacons as shall be hereafter menconed (that is to say) my now dwelling house with orchard and the pasture thereunto adjoining with the barns and lands in tillage about it with the gardens & springs and all other outhouses the which reseruacons I do give and bequeath to my dear and loving wife Elizabeth Cornell during ye time of her widowhood and my will is that after my said wife's death or marriage ye said reseruacons shall descend to my son William Cornell & to his heirs forever. Also my will is that improvements that he shall make upon that share or portion of land & meadow bought by me of John Smith of Hempstead commonly called Little Smith after his entry upon the possession of ye above menconed reseruacons shall immediately depend upon my son Thomas Cornell and his heirs forever with all the lands & meadow which I bought of the aforesaid John Smith.

Item. I give and bequeath to my son Thomas Cornell & his heirs forever another part of my Land & meadows being bounded Southerly with my son William Cornell line Northerly by ye middle of ye fresh cove that Robert Beadels Meadow was laid out in and so running easterly to the three rails fence and further if it should happen and my will is that the said gift shall include all meadows broken meadows

and marshes lying within them Lynes to the middle of the fresh cove aforesaid.

Item. I doe give to my sons Jacob and John Cornell all my Lands & meadows & to their heirs forever lying to the northward of Thomas Cornells lyne situate att Rockaway aforesaid bounded northarly with the Great River or Cove Easterly by the raile fence to equally divided betwixt the said Jacob and John Cornell according to quantity, quality except such reservacons as shall be hereafter menconed (to wit) to my sons Richard and his heirs forever I give and bequeath ten acres of meadow joining to Wells his line to run North & South upon an equal lyne.

Item. I do give to my son William Cornell & to his heirs forever tenn acres of Meadow joyning to my sons Richards tenn acres & to run in the same manner north & south upon an equal lyne.

Item. I doe give to my daughter Mary Cornell One hundred pounds curr. money of this province of New Yorke or equivalent to money to be payd att three payments (to wit) one-third part at the day of her marriage or when she shall attain the age of eighteen years & the other two-thirds to be paid yearly successively. I doe also give and bequeath to my said daughter Mary the one half of my moveables within doors, money excepted.

Item. My mind and will is that whilst my wife remains a widow that shee shall have the whole & sole use of all my lands & meadows att Rockaway excepting such lands & meadows as I have already given & bequeathed to my son William which said land is to be employed, improved, for ye payment of the debt due to the children of the aforesaid John Washburn the maintaining & bringing up of the children during their nonage.

Item. I doe give and bequeath to my loving wife while she continues unmarried the whole and sole command and use of all my negroes and stock with all utensils of husbandry now in my possession to be used and employed for payment of all my debts & the maintenance of her children during their minority excepting six cows and calves & one plow share

with colter & cheins which I give to my son William also excepting twelve two heifers which I give to my twelve grandchildren to be delivered when they become of age that is to ye children of my sons Richard, my son Washborn & my son John Lawrence.

Item. I do give to my daughter Sarah Arnold two cows. Further my will and mind is that if any of my said sons William, Thomas, Jacob & John or my daughter Mary shall happen to dye without heirs male to their own bodys that then the lands shall return to the survivors to be equally divided amongst them.

Item. my mind and will is that if my wife should see cause to marry again that then she shall have one hundred pounds paid by the Executors out of my Estate with one half of the moveables within doors (money excepted) and one negro girle called by the name of Jane that she shall not continue Executrix any longer but surrender up the whole of the estate personall to my other Executors which I will be equally divided amongst my four sons, Willm., Jacob, Thomas & John. Excepting my negro man James and my negro woman Diana which I give & bequeath to my son William after the death or marriage of my said Wife and the lands given by me to Thomas, Jacob & John after the death or marriage of my wife. I will that it be returned also to my executors to be improved for the payment of debts and bringing them up till they come of age

Item. My will and mind is that the lands upon Cowneck and Crab Meadow be sold to the value thereof and be equally divided amongst all my children in general.

Item. It is my will that my right to the undivided land in ye bounds of Hempstead shall descend to my five sons to be equally divided amongst them.

Item. My will and mind is that my four sons, Richard, Thomas, Jacob & John shall have liberty to put up horses upon the beach if they see cause they assisting in maintaining the fence & Thomas shall have liberty to put on swine upon the beach with his brother Willm., and that Jacob & John if they see cause to build by

the path syde of ye eastward of my dwelling house & on ye land purchased of Little Smith. I doe give to each of them & their heirs two acres of said lands. my will is that all money in the house at my decease and all my debts due either by bill or bond or any other account shall be imployed to the payment of ye children of the decd., John Washburn and Captain Charles Ledwick. I doe ordain & make my loving Wife Elizabeth Cornell and my sons Richard & Will Cornell to be my whole & sole executors of this my last will & Testament as also my trusty and loving friends Coll. Thomas Willett, Lieut. Coll. Thomas Hicks, & Capt. Daniell Whitehead as overseers of this my will desiring them to see ye severall articles & clauses, therein mentioned performed according to the true intent and meaning thereof and it is my will that my sayd executors shall not act as Executors without the advice and approvacon of my said overseers hereby revoaking all former wills by me made and declaring this to be my last Will & Testament the day & year first above written. In witness whereof I have hereunto sett my hand and seale."

The Cornell lands were divided according to the will. Other settlers to whom land was sold or leased, erected

houses and the place became a rural community.

The old method of fixing boundaries is interesting, but it was far from satisfactory and led to many disputes.

In the early part of the eighteenth century, other owners of lands at Rockaway are mentioned, the earliest recorded names being those of Mott, Hicks, Brower, Smith and Hewlett. Residents of Hempstead town interchanged visits with Rockaway residents. The old church of St. George's Hempstead was the nearest place of worship and the records state that publication of the "bans of marriage" of Richard Cornell and Miriam Mott was duly made by the Reverend John Thomas, on February 8th, 1712. When the Rev. Thomas died, in 1726, his will was proved by John Cornell of Rockaway, one of the executors.

The following names are some of those who married children and grandchildren of Richard Cornell: John Lawrence, John Washburn, William Creed, Richard Betts, Miriam Mott, Joseph Doughty, John Carman, Nicholas Stillwell, Thomas Hicks, Elizabeth Smith, Hannah Van Wyck, Abigail Whitehead, Patience Oakly, James Denton, James Stringham, Jonathan Hazard, Susannah Willett, Henry Foster, Abigail Eldred, Elizabeth Abrams, Daniel Waters and Margaret Hicks.

INTERESTING OLD RECORDS

THE following document, which appears on the records of the Town of Hempstead, goes to prove that there were no white men resident in the Rockaways in 1671, and the relations between the colonists and the Indians were far from being of a friendly nature:

At a Towne Meeting held the 25th April 1671.

By a generall Vote it was Ordered, That no Person or Persons inhabiting within this Towne or the Liberties thereof, shall plow or break up any Planting Land for the Indyans, nor shall no way assist them therein, under the Penalty of fforfeiting for every day, or part of a dayes work, so by any sone as aforesaid, twenty shillings, to the use of the Towne. It is also fur-

ther Ordered, That Mr. John Hicks, George Hewlett and John Jackson, do go downe to Rockaway tomorrow, and forewarn all Indyans to depart thence, except such as do really belong to that place. And that the said Rockaway Indyans do give no Encouragement, nor suffer any other strange Indyans to reside or continue with them, upon any pretense whatsoever. And that the Persons aforementioned do lay out the quantity of about fforty Acres of Land for planting of Corne for the supply of such a Number of ffamilys of Indyans, as are belonging to the said place, being about ten. It being so formerly Ordered by the Governour.

By Ord. of the said Towne Court.

Rich'd Charlton,
Clark.

At a town convention held in Hempstead on February 28th, 1665, laws for governing the town were made. One interesting edict declared that all horses and cattle belonging to residents of Hempstead should be branded with the capital letter "G." This was no doubt to guard against thefts by the Indians.

Motts Were Early Residents

Adam Mott sen and Adam Mott Junr and Mary Mott wife of Adam Mott, senior and Elizabeth Mott wife of Adam Mott Junr. living at Rockaway for consideration of three hundred pounds to us paid heirof by John Mott. for Tract up Lott of land situate and Lying at a place called Rockaway bounded as follows:— Beginning at a White Oak Tree standing near the fence of John Cornel marked on four sides and with the letter "A" and from thence South forty five degrees Eastward eleven chains to a Black oak marked on four sides and from thence East thirty two Degrees Seventy Chains to a Red Oak Marked on four sides Standing by the Road and from thence North Fifteen Degrees West Eight Chains and from thence Northwest thirty four Chain along the Road to a Black Oak Marked on four sides and from thence West twenty six Chains and from thence West Nineteen Degrees South Eleven Chains to a White Oak marked on four sides and from thence South Fifteen Degrees east twenty three chains to a white Oak Marked on four sides etc.

One Lott of said meadow Lying at the said Rockaway bound east by the Highway West by the said John Mott, north by the great Crick and South by the aforesaid Bargained and Demised Lands all within the said bounds both salt meadow and Bogs upland and swamp be it more or Less as it shall be found with the appurtenances and the other Lott of Salt meadow ground Lying on Hungry Harbour Neck Bounded East by Samuel Williams Meadow North by the Core and west by the Core and South by the aforementioned Creek.

This twenty Eighth Day of November, seventeen Hundred and Nineteen. (1719).

Division of Hempstead Lands

On account of troubles and disputes over titles and boundaries in the Town of Hempstead, a general town meeting was held at Hempstead on October 14th 1723, to endeavor to arrive at a method whereby future disputes might be avoided and proper and unmistakable boundaries of lands within the town defined.

As a result of the meeting it was "voted and agreed by the major part of the freeholders and inhabitants" to lay out their lands in a manner to be arranged by the following persons elected and commissioned for that purpose: Colonel Isaac Hicks, James Searing, James Jackson, William Willis, Sr. Benjamin Seaman, Jr., Joshua Carman and Abel Smith. These men started to work and decided on fifty proprietors to whom the lands should be allotted. They divided the town into plots of one hundred acres, fifty acres and twenty two acres each and apportioned thirty shillings worth of land for every shilling paid by the proprietors toward the general patent of Hempstead of October 14th, 1723. The commissioners chose the names of the most ancient and authentic inhabitants from the best records they could find and after several years of labor upon the division made their report. During the time occupied by their researches, deliberations and decisions, several of the elected commissioners died, and the report was signed by the following survivors: Isaac Hicks, James Searing, Joshua Carman and Abel Smith.

The report, known as the "Division of Hempstead lands 1723," was presented to and approved by the town on "January 23rd, 1741-2." The report, which may be seen on the records of the town, gives the names of the proprietors, location and size of lots, but space precludes us giving more than the names of the proprietors in the following list: Abel Smith, George Hewlet, Lewis Hewlet, Daniel Hewlet, John Pearsall, John Langdon and his widow, Thomas Langdon, John Durland, George Balde, James Jackson, Arthur Alburttice, John Abrams, John Elderd, Benjamin Hicks, Thomas Hicks, Silas Titus, Henry Pearsall, Jonathan Coe, Samuel Coe, James Searing, John Searing, Elias Baley, Solomon Seaman, Mary Demot, Daniel Pir-

John Pine, John Aleson, William Van Velser, Peter Losee, Jonas Flower, Thomas Doxey, Thomas Gildersleave, John Combs, Captain Joseph Langdon, Benjamin Dusenborrow, John Linington, John Stits, Daniel Bedell, Richard Southard, Colman Combs, Robert Mitchell, Williams Huchings, Henry Alen, William Thorne, Joshua Barnes, Michael Demot, Nathaniel Oakley, George Everitt, John Smith, Lewis Hewlet, Joshua Carman, Anthony Demott, John Hicks, John Mott.

Samuel Titas	Rich'd Seamans
Thomas Pearsall.	His
George Pearsall	Abel : S : Smith
	Mark
his	
Obediah : O :	Vallantine
mark	

The original grant was made to Thomas Hicks, who, in 1660, obtained a patent from Madnans (Great) Neck from Governor Nicholls. This was later divided and disputes arose. A court decision in 1680 divided this land equally between Captain John Hicks, Richard Cornell and one Haviland.

Grant of Hicks Beach

An important grant of beach lands to Captain Jacob Hicks was made on June 7th, 1725. We reproduce the document verbatim:

Wee Whose Names hereunto Subscribed have Given and Granted and by these presents do freely Clearly and Absolutely Give and Grant from us and our Heirs Exets Admrs and Assigns Unto Capt Jacob Hicks of Rockaway in ye Bounds of Hempstead in Queens County his Heirs Executors Admrs. all our Right Title Interest Part or share belonging to a Beach Lying on ye South Side of ye Island in ye Bounds of Hempstead aforesd. att a place called Rockaway, Bounded as followeth, West by Whelses Line South by the sea East by Brockelface Gutt and North by ye Great Creek, together with all ye Marshes and other Privilidges Thereunto belonging or in any Wise Appertaining to him ye said Jacob Hicks his Heirs and Assigns forever. Given Under our hands and seals ye Seventh Day of June in ye Eleventh year of his Majestys Reign Anno Domini 1725

his	Peter Tilas
Joseph : J : Mott.	Isaac Smith
mark	Christifer Dinger
William Willis	Silas Titus.
William Stits	Benjamin Seamans
his	Joshua Barns
George : B : Balden	Ben Hicks
mark	John Treadwell
Samuel Jackson	Joseph Pettit.
Jacob Seaman	Samuel Seamans
James Seamans	Jacob Smith.
Benjamin Birdsall	his
John Birdsall	Rich'd: x: Elison.
Henry Pearsall	mark
Epheraim Valentine.	James Jackson.

The Welles Line.

The Welles (or Wells) line, mentioned in many deeds relating to property in Rockaway, and other parts north of Rockaway on Long Island, was so called from the name of the surveyor, Phillip Welles, who laid the line in a survey he made for Cornell's company in 1684.

Owing to the fact that the boundaries and points of measurement named by Welles were difficult or impossible to identify in later years, the true line is a matter of surmise. The method of surveying being so primitive and lacking permanency, has occasioned many disputes as to title, and innumerable expensive law suits have resulted.

The Welles report is detailed herewith, verbatim:

"Survaied and laid out for Mr. Richard Cornwell Sener and Company A certaine tract of land being siteuat and lyeing on the east side of Cow Neck upon Long Island According to An Indian purchase baring date beginning at A Red & white aoke Trees one the North side a small Creek knowne by the Indian name of Snakeroe Creek one the West side of Long Neck from therre into the woods South East & by East two degrees and fiftene minits southerly ninety six Chaines to the Indian Line in the Midle of the Neck then by said Line South foure degrees Easterly twenty to a White oake tree neare the head of a small Swamp from therre East by North one degree and forty five Minnits, Northerly seventy-six Chaines to the Bay, twelve Chaines to the south of

the poynt wheare Mans sloop was Cast away and from therre by the Sound to the first small Creek Including A small Island with Meadows Containing in all nine hundred sixty Akers performed this 25th. Day of 1684.

"Philip Welles, Survr."

The 966 acres surveyed adjoined the land purchased from Tackapousha in 1684, as previously mentioned, and associates of Cornell in this purchase were John Lawrence, his son-in-law, John Washburn, Captain John Hicks and Elias Doughty.

In an attempt to re-locate the Wells Line the easterly boundary of the Rockaways, which had been referred to in many deeds and sales of land but which even then could not be located, the following commissioners report in 1727 throws some light:

May the 8th and 9th 1727. Then wee Justice John Treadwell, Cap. Benjamin Hick, John Allison Jacob Smith, Thomas Williams, John Mott Juner and Thomas Gildersleeve did pursewant to a voat made by the mager voat of the freeholders of Hempstead did aid and assist Doctor Calding ye jeneral survaier of the province of New York. In Runing of our West Line which is our west bonds according to our purches and patians which is a direct South line due south from the head of Matthewgarisons bay to the South Sea. beginning at a burch tree at ye sd bay head did run thrao Samuel Smiths barn on the South side of the Little plains and thrao Thomas Cornels barn on Rockaway and so to the sea that same cors as a fore said.

This entered by me.

Thomas Gildersleeve.

Clerck.

By his will dated January 16th, 1741. John Cornell of Rockaway, Colonel of Queens County militia, who died in 1745, left a life interest in his estate to his widow Letitia, with a reversion to their daughter Gloriana. On August 1st. 1748, the widow gave a bond for the value of the estate, gave her late husband's eight slaves their freedom and next day married Captain John Brown.

An Early Jury Verdict

On September 15th, 1768, a judicial decree signed by jury and judges, laid out highways and defined gateways, 20 feet wide, at Rockaway in the township of Hempstead from "the late Land Commonly Called and known by the Name of Rocks' Point Running through the Land belonging to Mrs. Gloriana Foster. Also another gate way on Road twenty feet Wide Runing through Said Mrs Foster's Land begining Easterly from the House where John Foster Now Lives at the above mentioned Gateway or Road from thence Runing Northerly as the path or Road Now Runs untill it Comes to East End of Mrs. Helena Cornells Meadow at Finger Island So Called always allowing the Said Mrs Gloriana Foster and her heirs and Assigns to pass and Repass Along Said Ways without any hendrance whatsoever.

The Justices and all the Jury have agreed an Order that Mrs Helena Cornell Shall pay unto Mrs Gloriana Foster fourteen pounds for the lands laid into Highways as above.

Witness our hands the 15th day of September 1768.

Isaacs Smith)

S. Clowes (

Justices

The Jury's names were also signed by them.

Richard Hewlett,
Leffurt Hougovout,
Jen Stephens,
Isaac Hendrickson,
Frederick Nostrandt,
Hendrick Hendrickson,
Benjamin Carmon,
Nathan Smith.
Michal Demot.
John Oakly.
Harmon Hendrickson.
John Montoney.

Judges in Queens in 1693

The Civil List of the Province of New York contains a list of all officers employed in civil offices on the 20th day of April, 1693.

Justices in Queens County.

Thomas Hix, Esqr., Judge of the Common Pleas.

Richard Cornwall, Ellias Doughty, Dan. Whitehead, John Smith and Tho. Stevensant, Esqrs., Justices.

John Harrison Esqr., Sherriffe.

Andrew Gibb, Clerke.

RESIDENTS OF THE TOWN OF HEMPSTEAD IN 1673.

The following is a complete list appearing on record of the inhabitants of the Town of Hempstead in the year 1673:

John Smith Blew	John Lange	Elbert Hubssen
Richard Geldersly, Sen	Jonathan Semmes	Lewis Liot
Richard Geldersly	John Bordes	John Ellison jun
Vrolphert Jacobs	Robbard Marisseu	Thomas Seabrook
Jan Carman	Mos. Hemmery	Samuel Jackson
John Symons jun	John Beets carpenter	John Pine
Robert Jackson	Samuel Embry	Peter Jansen
Symon Troy	Matthew Beedel	William Ware
John Smith	Comes	Solomon Semmar
Peter Janse Schol	Thomas Ellison	Teunis Smith
Richard Gildersly	Philip Davis	Richard Valentine jun
Robbert Beedill	——— Hopkins	Joseph Wood
George Hallet	——— ———	Herman Flouwer
Samuel Allen	Adam View	William Dose
Richard Valentyn	Edward Titus	Symon Foster
Kaleb Carman	Richard Ellison	Henry Mott
John Williams	John Seavin	Wm. Fourmer
Thomas Richmore	Thomas Teasay	Joseph Small
John Elleson	Thomas Ireland	Walter Pine
Edward Spry	Thomas Ellison	Josia Carmen
William Osborne	Joseph Gem	John Peacock
Edward Remsen	Thomas Champion	John Quakenson
John Fossaker	Joseph Pettet	Thomas Daniels
John Sorram	Richard Flotter	John Napper
James Payne	John Beddell	Richard Osborn
William Fixton	Thomas Southward	George Robbert
Samuel Denton	John Beates	Charles Abram
Robberd Hobbs	Calvet Goullet	Thomas Appelbe
Thomas Sodderd	Christoffel Yeomans	Samuel Smith
John Smith jun	John Wouilly	——— Persell
Joseph Williams	Edward Banbury	Adam Mott, Jun
Ralph Haal	Thomas Goves	Samuel Jackson
Daniel Beedell	John Mavein	Joseph Truax
John Jackson	Wm. Thorne	John Hoyt and
Johnathan Smith	Joshua Watske	Nine others whose
John Champion	Benjamin Symensen	names are lost.
John Hobbs	Jan Roelssen	

A commission as surgeon in the Queens County regiment of militia was granted to Dr. Ebenezer Lockwood of Far Rockaway on March 30th, 1809, by Governor Daniel D. Tompkins, and the surgeon's son, Benjamin C. Lockwood, also of Far Rockaway, was commissioned by Governor Enos T. Throop on October 30th, 1832, as Adjutant of the Second Regiment of New York Horse Artillery.

The Lockwood family was very prominent at Rockaway. A sale is recorded

on May 14th, 1836, when Benjamin C. Lockwood sold to Joseph Abrams of Hempstead, fifteen acres of good land for \$170.

On September 1st, 1803, Richard Cornell leased his sixth share of his father's estate for a period of three years and eight months to Joel Overton. In return, Overton paid Cornell \$25 a year in cash and provided him with his board, washing, lodging and mending, which he valued, according to the lease, at the additional sum of \$55 annually.

THE CORNELL PARTITION SUIT IN 1809

THE Cornell Partition Suit was the result of disputes having arisen with regard to the ownership and division of lands in the present Far Rockaway to Rockaway Beach area of the peninsula. The Cornell heirs petitioned the Queens Court of Common Pleas, and the Court appointed commissioners to map out and divide the section.

On receipt of the Commissioners' report the Judges, on June 14th, 1809, made their award. At that time the western end of the beach reached only to a point about where Eighth avenue, Rockaway Park, now is.

The partition was made by John Van Nostrand, Uriah Pearsall and Lawrence Denton, "commissioners appointed by the Honorable the Judges and assistant Justices of the Court of Common Pleas held at the Court House in North Hempstead in and for the County of Queens on the second Tuesday of November in the year of Our Lord, 1808, to make partition of all and singular that certain tract of beach or hill covered with cedars . . . situate at a place called Far Rockaway in the town of Hempstead, County of Queens and State of New York bounded south by the Atlantic Ocean, westerly by the gut or Jamaica Inlet, so called northerly partly by the bay and partly by creeks, easterly partly by land belonging to John Mott, Cornaga and Ezekiel Jennings, then northerly by land and meadows belonging to Benjamin Cornwell, then easterly by the west line of the patent of Hempstead and containing by estimation 2,000 acres."

Of this area the commissioners made two divisions known as First division, the western section of the beach, and Second division, the eastern section. The first section was divided into sixteen plots and the second into fifteen, all of them as nearly equal in value as it was considered possible to make them, and a division of the marsh land to the north went with the division of the beach to the same proprietor. The allotments of plots were made as follows:—

First division:

Plots 1, 8, 16, William Cornwell;

Plot 2, Ruliff Duryea, Jr.; Plots 3 and 13, Henry Mott; Plots 4 and 14, Alice Martin; Plot 5, John Cornaga; Plots 6 and 7, Thomas and Rachel Bannister; Plots 9 and 15, John Cornwell; Plot 10, Nathaniel Ryder for John Mott; Plot 11, John Nostrand, and Plot 12, John Abrams.

Second division:

Plots 1, 6 and 14, William Cornwell; Plots 2 and 7, John Cornwell; Plot 3, John Cornaga; Plots 4 and 5, Thomas and Rachel Bannister; Plot 8, Nathaniel Ryder for John Mott; Plot 9, John Nostrand; Plot 10, James Abrams; Plots 11 and 15, Henry Mott, and Plots 12 and 13, Alice Martin.

While this partition suit established more definite boundaries than had before existed the division lines were not sufficiently definite to prevent many quarrels and much litigation as to the exact boundaries of the various lots. By a curious oversight, the centre line on which all surveys were based was indefinite and thereby led to all the contention which followed. Although the numbers of the various lots and the exact dimensions of each lot, the grant of which included all beach and under bay rights, was beyond question, it was found impossible to decide upon the exact location in the absence of a basis line from which to compute distances. This muddled state of affairs was considerably added to by the disagreements of surveyors who failed to agree upon a common method of deciding upon the line. In a title suit in 1878, Justice Barnard appointed Henry D. Meyers of Poughkeepsie, Singleton Mitchell of North Hempstead and Ezra W. Conklin of Jamaica, a commission to locate the line of division between the lots. Even these judicially endorsed knights of the theodolite failed to agree after making a survey and gave the matter up.

The difficulty was afterwards finally overcome by common consent of the owners through their lawyers, who agreed upon a certain boundary line running north and south between lots 1 and 2 of the first division of the 1809 partition as a base for determining the location of all Rockaway property.

It would be a difficult and tedious task to endeavor to trace the many divisions and subdivisions of lots to date, in detail, but the principal real estate trans-

actions and many interesting events attending them during the past two generations will be found recorded in the following chapter.

SALES AND DIVISIONS OF LOTS

JOHAN L. NORTON, who had purchased nearly all of division two, died in 1848, and in 1868 his heirs sold to the Wave Crest Land Company and to Wm. Caffrey, Samuel L. B. Norton and Henry Mott and others the land lying in the front portion of Wave Crest and the village of Far Rockaway, comprising part of lot No. 11 and the whole of lots Nos. 12, 13, 14 and 15.

The three sons of Samuel L. B. Norton—John L. and B. Franklin and George C.—afterward sold the plots where Edgemere now is. Patrick Gleason also purchased about forty acres from the same heirs. The companies mapped out their tracts, ran streets through the property and put up a number of handsome cottages for wealthy New York people, and a number of lots were sold, with restrictions as to the character and size of buildings to be erected, none of the buildings to cost less than \$3,000.

Remington Vernam, a New York lawyer, took a great liking to the beach and having great faith in its future from time to time bought from the Cornell heirs or their successors lots 1 to 9 of the eastern or second division. Mr. Vernam disposed of the greater portion of lots 1, 2, 3 and 9. Although the Norton heirs sold lot No. 9 to Mr. Vernam, there was a dispute between Vernam and Norton as to the exact location of all the lots between 1 and 9. Norton claimed that the boundaries of all the lots except his own had been moved over 400 feet to the eastward of their true lines.

Mr. Vernam from time to time fenced in all the lots of his property west of No. 9, and had commenced to fence in that lot in the spring of 1894 when Franklin Norton appeared on the scene, and a dispute arose as to the boundary line.

Norton tore down the fence and a small building Mr. Vernam had put on the premises. Mr. Vernam then ejected

him from the premises by force and the matter went before Justice George W. Smith at Far Rockaway, who granted a warrant of ejectment against Vernam. Mr. Vernam appealed to the county court, but Justice Garretson sustained the decision of the lower court, without giving an opinion upon the question of boundaries and title, upon which the Supreme Court must decide. An order of affirmance was entered in the Queens County clerk's office May 23rd, 1896.

In December, 1895, S. Packard of Brooklyn, a creditor of Vernam foreclosed a mortgage of \$30,000 on lot No. 9 and the lot was sold to Charles S. Mackenzie of Brooklyn. The new purchaser, upon examination, found that Mr. Vernam's title was defective and Justice Wilmot M. Smith upheld all the objections. He released the purchaser of his obligations to take the property, and ordered the referee, Henry A. Monfort, to refund all payments made on the property and directed the plaintiff at the sale, Mr. Packard, to pay to Mr. Mackenzie several hundred dollars, being cost of search as to title and the expense of surveyors.

Mr. Vernam also bought of the Cornell heirs lots 14, 15 and 16 of the western division and all of lot 1 of the marsh except that portion purchased by Louis Hammel, where Hammel Station of the Long Island Railroad is now located. This marsh lot No. 1 extends from Beach channel on the west along the northern boundary of all the lots of the western division from 3 to 16. The Village of Arverne extends over lots 15 and 16 of the western division and part of the eastern division.

Dr. Brandreth was the final purchaser of lot No. 12 of the western division, and he sold off a number of handsome residences and a number of building lots. John Kreuscher, a purchaser of a large portion of No. 13 of the same division, put up a large hotel

there called Atlantic Park House, which immediately became a popular resort and a railway stop.

Many years ago "Aunt" Abby Ryder, widow of Nathaniel Ryder, kept a little hostelry on the shore of Jamaica Bay. Hundreds of city visitors used to go over there in row boats and sail boats, and landed to get a good clam chowder. In 1850 Garret V. W. Eldert married "Aunt" Abby's daughter, and erected a hotel on the spot known as Eldert's pavilion in Eldert's Grove. This was on plot No. 2. The pavilion is still in use although much of its spacious grounds is now covered by cottages, stores, boarding houses and hotels.

In the year 1857 Michael P. Holland of Jamaica, bought the eastern portion of lot No. 1, upon which was a large hotel known as the Carhart house, and made extensive improvements thereon. The house was afterward called the Holland House. Mr. Holland died in 1859, before he had a chance to receive any of the benefits of his investments, but after his death the whole of that section of the beach received the benefit of a boom, and the widow, Fannie R. Holland, sold off a large number of building lots, and a village was soon built up. Mrs. Holland also sold a site for a school house, and donated a site for a church. When the line of the New York, Woodhaven and Rockaway Beach Railroad was extended through the beach in 1877, a station was established at Holland, on land donated by the Hollands.

Lots 9, 10 and 11 in the western division were purchased by Remington Vernam.

Lot 8 was purchased by Lewis K. Dodge, who sold to various parties, Dr. Brandreth, Philip Closs and others.

Lot 7 and the larger part of lot 6 were finally purchased by a Mr. Harper and Garret V. W. Eldert, and were sold out in small plots for building purposes.

Lots 4 and 5, and a small part of lot 6, were conveyed to Alfrederick S. Hatch, a New York Banker. This section was once known as Oakley Park, called after Senator James Oakley.

Lot 3 was purchased by Louis Hammel.

Lot 2, known as Ryder's tract, was purchased by Benjamin Ryder at a fore-

closure sale years ago for \$2,000. This whole tract was afterward conveyed by him to Garret V. W. Eldert.

Plot 1 A Wonderful Creation by the Ocean

The history of plot 1 of the western division is the story of a wonderful creation by the sea. Going back to the last century in the time of our revolutionary ancestors, when the British forces occupied the present territory of Brooklyn, after the Battle of Long Island, they set to work a number of their unemployed engineers and surveyors at making a complete map of the west end of Long Island. From that map it is learned that the old gut, or inlet to Jamaica Bay, was more than half a mile east of the point of the inlet as it existed at the time of the 1809 partition suit and the ocean tides flowed into Jamaica Bay through a broad deep and unobstructed channel. The tides and currents and the heavy seas first formed the long bar; then the heavy southeasterly storms and pounding seas year after year forced the shifting sands up into ridges and hillocks, in some instances from 25 to 30 feet above the water. In older sections of the beach where the cedars had grown, the cedars would hold the sand until finally the hillocks covered the trees completely and when, in after years, the sand was shifted by a powerful gale from another direction these hills would be blown almost entirely away and in these places the dead cedars, with their gaunt forms naked to the blasts, could be seen scattered over the beach. These beaches were added to continually and stretches of land, which, in 1809, were only 200 feet in width from bay to ocean are now half a mile across. At the time of the Partition Suit the Point or westerly end of the peninsula was about where Eighth avenue, Rockaway Park, now is.

In a westerly direction the beach has extended year by year until to-day it has reached a point south of Coney Island and several miles west of the old inlet.

The Old Block House

In 1809, plot No. 1, which extended from the old gut to the new inlet, comprised about 200 acres and was con-

veyed by Richard Cornell to Nathaniel Ryder for \$200 and the marsh to the north went with it. It was upon this plot that the old United States block house was built, and the boundary of the United States land seems to have been a definite boundary and a base line from which to compute the division between lots 1 and 2.

In 1814 Nathaniel Ryder conveyed to the United States for the sum of \$100 a tract of land of about forty or fifty acres, comprising the westerly point of the beach, for the purpose of building a block house or wooden fort thereon. This land was afterwards purchased by the State of New York, and, acting under the authority of Governor Daniel Thompson, the state commissioners paid \$100 for the land and expended "\$30 for carriage hire, etc., first deed release mortgage, searching records, acknowledgment, etc." The bill of Adam and Noah Brown for building the block house was \$2,381.65; Benjamin Cornell was paid £10 15s. 1d. (about fifty-four dollars), "for transportation by boat and carting the gun over the beach." The commissioners reported that a strong block house had been built at the entrance to the bay and a single twenty-four pound-gun mounted upon it, and that this block house had been taken charge of by an adequate force of United States troops.

It was stated in the report that this inlet was "near the Brooklyn Navy Yard, that an enemy could land from small boats in Jamaica Bay and that it was highly important that this section, which was also a refuge for coasting vessels, be protected."

The following is a list of names borne on the muster roll of a company of New York State Sea Fencibles, under the command of Captain Josiah Ingersoll, from December 29th, 1814, to March 1, 1815, in the service of the United States, stationed at the block house which was then named "Decatur."

Josiah Ingersoll, captain; Isaac Waite, lieutenant; Daniel Leger, gunner; George Bass, great gunner; John Arthur, John Brainer, Matthew Craig, Silas Coleman, Henry Clason, William Dixon, John Francis, John Finnegan, John Gould, Joseph Gale, Joshua B. Hall, Jesse Lewis, Charles Loundes, Adoniah Mansfield, Patrick McGuire,

John McGowan, William Phillips, Peter Patterson, Edward Roach, John Smith, Augustus Williams, John Williams, Joseph Ward, and David Wilson, all seamen; Abraham Fowler, waiter to captain, and John Posier, waiter to lieutenant; Hugh Sweeney, surgeon's mate, and Patrick Leaden, doctor's waiter. Total, 32.

The old block house was pulled down in 1818.

In 1866 the federal government gave Aaron A. DeGrauw the right to use and to occupy this property for \$1 per year, payable the first day of May in each year until it should be wanted by the government, when the lessee was to vacate the premises and remove all buildings at his own cost and expense when requested to do so by the government. The franchise was signed by George S. Boutwell, Secretary of the Treasury, and William W. Belknap, secretary of war. The title to the property, however, was in the State of New York, who paid \$100 for the same. This grant by the Federal Government has been the cause of much confusion as to the ownership of the land.

An act was passed by the State Legislature, which was signed by the Governor June 13, 1887, releasing to John Y. Attrill upon the payment to the State by Attrill of \$20,000 and all expenses incurred by the Controller and Attorney General in their investigations as to the title of the State and as to its claims upon these lands. The expense of these proceedings amounted to \$10,000 and Mr. Attrill was compelled to pay to the state \$30,000 to secure the piece of land which the State obtained in 1812 for \$100. As this land was situated at the point of the beach and as all subsequent accretions to the westward were held to belong to the owner of this tract the bargain was considered a good one for Attrill.

When Nathaniel Ryder purchased of Cornell lot No. 1 he gave the latter a mortgage of \$300 and it is presumed that Cornell thought that he was well rid of this tract that today gives titles to the whole western portion of the beach, worth millions of dollars.

He assigned the mortgage to David T. Jennings, who, as the interest had not been paid, foreclosed the claim in 1830 and the tract was bid in by Rothery Ryder and Henry Hewlett for \$181.

Robert Mott, who obtained a judgment against Rothery Ryder, sold the latter's interest in the plot under an execution in 1839, and it was purchased by Henry Hewlett, who also purchased other large portions of lot No. 1, which had been parted with and he thus became the sole owner of all of this lot, except the Stringham tract. In 1853 Nellie Lewis and Abraham Hewlett sold a part of their father's (Henry Hewlett's) claim to Samuel J. Soper and Samuel J. Soper's interest was afterwards conveyed through grantees to Michael P. Holland.

Soper, on August 20, 1853, conveyed the property to John Carhart and James H. Pullis, and they conveyed to William M. Pullis. In 1854 Carhart and Pullis sold the larger portion of their purchase to Schenck W. Furman, and Furman sold it to John Carhart. The latter sold two-thirds of the whole tract, including the western portion, to Charles G. Covert. In 1853 Covert conveyed to John M. Johnson and James S. Remsen both parcels of land bounded on the west by the United States land, on the east by land of Joseph Stringham, and the other tract east of Stringham. Lewis and Abram Hewlett also sold to Remsen in 1855 the western portion of the tract, which was left to them by their father, containing about three hundred acres, for the sum of \$485.50.

In February, 1858, James S. Remsen bought out Johnson's undivided half interest or share for \$20,000, and in 1863 Remsen conveyed all the tract east of the United States tract, excepting a strip 1,150 feet in width stretching across the beach and known as Seaside Park, to Dr. Richard H. Thompson, who was at that time health officer of New York City. The main consideration named was a stipulation on the part of Dr. Thompson to build a railroad from East New York to Canarsie, and to maintain a steam ferry route between Canarsie and the foot of First street, Seaside landing. In addition to this he was to pay the sum of \$3,000. The railroad was built to Canarsie and an old stern wheeler was purchased in Philadelphia for the ferry route. Sometimes the steamboat landed at the pier at the foot of First street and sometimes on the beach, if the tide or wind were too strong to make the other landing. Dr. Thompson also purchased other small

plots, one from William Caffrey, known as the Stringham tract, and others lying to the eastward of the piece named. He gave back mortgages in part payment for the tracts purchased. The vendors reserved the cedar trees, which were then considered the most valuable, if not the only valuable, part of the property. The Stringham tract, consisting of about sixty acres, had been acquired by William Caffrey, who gave about one acre of his land in the Bayswater section of Far Rockaway to Joseph Stringham in exchange. Stringham, called "the hermit," was a fisherman, and needed the acre of upland to reach his beach fronting Jamaica Bay, and he evidently thought his property at Rockaway Beach of very little value.

Dr. Thompson died suddenly in November, 1864, leaving a will by which he gave all this property, and property purchased in Rockaway Park, to his daughters, Mrs. Frederick A. Ward of Brooklyn and Mrs. William P. Judson of Oswego, and named DeWitt C. Littlejohn, then prominent in political life as speaker of the Assembly of the State of New York, as his executor and trustee and guardian of his children.

Soon after Dr. Thompson died, Littlejohn, who said he deemed it unwise to pay \$3,000 out of the funds of the estate to complete the purchase from Remsen, over and above the ferry agreement, conveyed this very valuable property to a dummy of his, named Francis B. Dane, who later conveyed it to the wife of Littlejohn. The title remained in Mrs. Littlejohn's possession undisturbed for many years, and after her death in 1872 her children conveyed the present Rockaway Park to H. Y. Attrill, who with his associates formed a corporation and built the great hotel, which proved a financial failure. Littlejohn also, as administrator of his wife, sold other portions of the beach and received large rentals therefrom. In 1888 the heirs of Dr. Thompson, Mrs. Ward and Mrs. Judson, discovered that, by fraudulent transfers of the guardian and trustee, they had been despoiled of the property, and in an action brought by them against DeWitt C. Littlejohn and his children, recovered judgment, establishing their claim and title to the entire property bought by Dr. Thompson in 1862 from Remsen. All of the unimproved portions of the

beach lying near Holland and Seaside and also the property west of Seaside known as Rockaway Park, by this judgment passed to Mrs. Ward and Mrs. Judson.

Littlejohn, in an action brought while the title was vested in his wife against Henry Y. Attrill, claimed that the entire western portion of the beach, running to the westerly boundary of Rockaway Point to Barren Island inlet, belonged to his wife by accretion, for the reason that there was an old inlet which divided the beach for many years and in the course of time had been filled in. Judge Gilbert decided that there was no merit in the claim, and his decision was affirmed by the Court of Appeals.

In 1879 the heirs of Alida M. Littlejohn conveyed 140 acres to Henry Y. Attrill. This comprised the entire western portion of plot No. 1 as far west as the site of the old United States fort, and was a tract west of the Dr. Thompson tract, which Littlejohn had conveyed to his wife, Alida M. Littlejohn, through Dane. The 140-acre tract was known as Rockaway Beach Park, and upon it a company composed of Attrill and Smith (the latter president of the Cleveland, Columbus and Indiana Central Railroad, Ohio) and others associated with them built the mammoth and handsome Rockaway Beach Hotel, a structure 1,200 feet long, costing over a million and a quarter dollars and which was finished July 11th, 1879. On April 1st, 1880, the tract was conveyed by Attrill to the Rockaway Beach Improvement Company.

This hotel proved to be a financial failure and the thousands of workmen who had received nothing but a lot of receiver's certificates in pay for their labor, at one time threatened to burn it down. It was with the utmost difficulty they were satisfied. Drexel and J. Pierpont Morgan bought up a large number of the receiver's certificates and paid off the men.

Charles Raht, as executor of Julius C. Raht, who held a mortgage of \$76,000 on the tract, assigned to him by Littlejohn, foreclosed his claim and the property was struck off at a public sale on February 3, 1883, to Francis C. Barlow for \$175,000. Mr. Barlow sold the property to J. Pierpont Morgan. The hotel building was sold by Mr. Morgan at

public auction and was bought by Charles H. Southard, dealer in second-hand materials, for \$30,000. It was torn down, much of it sold to local men and used by them in constructing houses and hotels. It has often been said that nearly all the hotels built in the place at that time were built of lumber out of the big hotel. The land was afterwards conveyed to the Rockaway Beach Improvement Company. The entire tract was laid out in streets and sewered and a large number of houses erected.

Rothery Ryder died in 1838 and his wife Abby died in 1863. She left as heirs Matilda, wife of Garret V. W. Eldert; Amelia, wife of James V. Brown, and four sons, Charles, Henry, Benjamin and Uriah. Matilda died in 1872. These heirs of Rothery Ryder and the other heirs of Nathaniel Ryder (father of Rothery) claimed all the western portion of the beach west of Rockaway Park, which had been added to the tract by the ocean while their father held the 200 acres between the year 1809, when he purchased of the Cornell heirs, and 1830, when Jennings foreclosed his mortgage. This new land had by 1872 grown to be 610 acres and was not covered by the Jennings mortgage. A great deal of new land had been made to the south of the New York State property, which tract, according to the area described in the original purchase, only occupied the northern part of the beach, while the greater portion was to the south of the tract, and from this the growth of the beach westward was all claimed by the heirs of Nathaniel Ryder.

Shortly after the death of Matilda Eldert, George Durland of Jamaica bought out a number of the smaller holdings of Nathaniel Ryder heirs and began a partition suit against the other heirs. Edward M. Shepard of Brooklyn was appointed a referee to sell, and at a sale held on October 26th, 1874, the premises were conveyed to Alonzo B. Wright. Alonzo B. Wright conveyed to Benjamin Smith on August 15, 1879, the whole tract of 610 acres (except two small tracts sold to Aaron A. DeGrauw, Jr., and a site for a United States life saving station) for \$200,000. Smith executed back to Colonel Aaron A. DeGrauw, who was Wright's financial backer, a purchase money mortgage for \$170,000.

Benjamin Smith, on the 25th day of August, 1879, conveyed the tract to Henry Y. Attrill for \$200,000, who executed a purchase money mortgage for \$180,000 to Colonel Aaron A. DeGrauw.

DeWitt C. Littlejohn, as executor of his wife, as heretofore noted, claimed the title of this tract as being a portion of the Dr. Thompson purchase by execution. The Court of Appeals decided against him. While the case was pending he built two or three shanties on the beach and put armed men in them to maintain possession of the premises. On the 30th of January, 1880, a steamer conveyed 200 men hired by Attrill, Smith, Wright and other defendants over the beach, where they made an attack on the Littlejohn guards and routed them without a battle. They tore down the buildings and fences and maintained a guard over the premises. Alfrederick S. Hatch, a banker, filed judgments of \$15,142 and of \$164,835.32 in the Queens County Clerk's office at Jamaica on December 21, 1885, against Attrill. Collis P. Huntington, president of the Central Pacific Railroad, filed a judgment of \$99,193.01 against Attrill on April 22, 1886, and another of \$100,-240.03 on June 15, 1886.

On April 25, 1890, Alfrederick S. Hatch had the property sold by Sheriff Matthew Goldner under an execution to satisfy his judgment of \$164,835.52. It was sold in 1891 to William Parkin for \$208,000. Parkin afterwards transferred the property to Isaac E. Gates of East Orange, N. J., as trustee for the creditors of Fisk and Hatch.

Aaron A. DeGrauw, the financial backer of Wright, who purchased this section of the beach at partition sale, then attempted to foreclose his mortgage of \$180,000 against the property. Attrill, as a citizen of Baltimore, Md., obtained an order allowing him to have the case removed to the United States courts.

In 1897 Gates executed a partition deed, whereby he conveyed his interest in the property to Collis P. Huntington. At this time several actions involving title questions were before the United States District Court, some of them having been there for several years. These cases included Wright versus Phipps; Attrill versus Wright; DeGrauw versus Attrill; Attrill versus DeGrauw, and Gates versus DeGrauw.

On April 7, 1900, Francis H. Wilson, who had been appointed Master in Chancery to straighten the chain of title and decide on the proper owner or owners, ordered the entire property to be sold by a referee and Edward P. Hatch became the purchaser of the land as far westward as and including Neponsit. Hatch conveyed the property he purchased to the West Rockaway Land Company on June 13, 1903, and this company still owns a considerable portion of that section, now known as Belle Harbor, which it laid out, developed and sold in plots.

The section known now as Neponsit was conveyed to the Neponsit Realty Company by the West Rockaway Land Company, in December, 1908, and the Neponsit Company has mapped it out, sold plots, built houses and made of it the well-populated well-restricted and desirable ocean front development for which the name Neponsit has already become well and widely known. A section of Neponsit was purchased by New York City from the West Rockaway Land Company a few years ago, at the price of about one and a quarter million dollars. The site was intended for a public park at the seashore, and is called the Jacob Riis Park. It remains undeveloped as a park up to the present time. A large city hospital for tubercular patients has been erected on a portion of the land.

The ownership of the end of the peninsula known as Rockaway Point, extending from Neponsit to the western extremity, was confirmed in Collis P. Huntington under the partition deed given by Gates in 1897. Huntington died in 1900 and the estate was inherited by his widow Arabella, who, in February, 1901, sold Rockaway Point to Andrew K. Van Deventer, the present owner.

Rockaway Point is the site of a branch of the Coast Guard and Life Saving Station, and adjoining Neponsit in 1916 a fine modern fort known as Fort Tilden, mounted with a battery of guns commanding New York Harbor and approaches, was hurriedly constructed.

A company of United States soldiers is always stationed there.

Many persons spend the entire summer at Rockaway Point (which is sometimes called Roxbury) and tents and shacks are there in large numbers.

ROCKAWAY DURING THE WAR OF INDEPENDENCE

THE part played by the residents of the Rockaways during the Revolutionary War, is identical with that of the majority of the inhabitants of Jamaica and Hempstead, most of whom were Tories and remained royalist. However, a goodly number of residents voted for the first American Congress and sided with the "Americans," which term came into existence then. Benjamin Cornell of Far Rockaway, was a lieutenant in the American Army, and on June 23rd, 1787, after the war, was commissioned in the New York State Militia by Governor George Clinton. While Jamaica was headquarters for the military regulars, patrols were established to and in Rockaway, where sentries were stationed. The armed marine force found plenty of service in searching for and capturing their enemy, and numerous minor encounters took place on the peninsula.

On the passage of the Bill in the English Parliament shutting up the port of Boston on account of throwing of the tea overboard, some persons in Jamaica assembled at the Inn of Increase Carpenter, a mile east of the village, and, after an interchange of opinions requested Othniel Smith the constable, to warn the freeholders to a meeting at the Court House, for the purpose of considering the state of public affairs.

A number of the inhabitants met on December 6th, 1774, and constituted the local American party. The following resolutions were passed and recorded:

1. To maintain the just dependence of the Colonies upon the crown of Great Britain and to render true allegiance to King George the Third.
2. That it is our right to be taxed only by our own consent, and the taxes imposed on us by Parliament are an infringement of our rights.
3. We glory to have been born subject to the crown and excellent constitution of Great Britain; we are one people with our mother country, and lament the late unhappy disputes.

5. We sympathize with our brethren of Boston under their sufferings.
6. We approve the measures of the late General Congress of Philadelphia.
7. We appoint for our committee of correspondence and observation Rev. Abraham Keteltas, Waters, Smith, Capt. Ephraim Bailis, Capt. Joseph French, William Ludlum, Capt. Richard Betts, Dr. John Innes, Joseph Robinson, Elias Bailis.

This meeting would have been held much sooner but for the refusal of Captain Benjamin Whitehead, supervisor, to show the townspeople the letter he had received from the Whig committee of New York.

Abraham Keteltas, though a clergyman, said that sooner than pay the duty on tea as required by Parliament he would shoulder his musket and fight.

The Jamaica committee met again January 19th, 1775, and after thanking the New York delegates to the General Congress for their important services, said: "We joyfully anticipate the pleasure of seeing your names enrolled in the annals of America and transmitted to the latest generations, as the friends and deliverers of your country and having your praises resounded from one side of this continent to the other."

This early anticipation has since been wonderfully realized.

Only eight days after the committee had thus endorsed the action of their delegates, 136 inhabitants of Jamaica signed a protest stating "that a few people of the town had taken on themselves the name of a committee. We never gave our consent thereto, as we disapprove of all unlawful meetings

We resolve to continue faithful subjects to his Majesty George the Third, our most gracious king."

On March 31st following, being the day appointed for the taking the sense of the freeholders of Jamaica on the expediency of choosing a deputy to the Provincial Congress at New York, a poll was opened at the court house. The

result was that the town remained royalist and refused by a majority of nine to send a deputy.

At Hempstead, April 4th, 1775, the inhabitants assembled and passed the following resolutions in which they emphatically declared their intention of remaining loyal to the British Crown:—"First, that, as we have already borne true and faithful allegiance to His Majesty, King George the Third, our gracious and lawful sovereign, so we are firmly resolved to continue in the same line of duty to him and his lawful successor.

"Second, That we esteem our religious and civil liberties above any other blessings, and those only that can be secured to us by our present constitution; we shall inviolably adhere to it, since deviating from it and introducing innovations would have a direct tendency to subvert it, from which the most ruinous consequences might justly be apprehended.

"Third, That it is our ardent desire to have the present unnatural contest between the parent state and her colonies amicably and speedily accommodated on principles of constitutional liberty; and that the union of the colonies with the parent state may subsist till time shall be no more.

"Fourth, That as the worthy members of our General Assembly who are our only legal and constitutional representatives. . . . have petitioned his most gracious Majesty, sent a memorial to the House of Lords and a remonstrance to the House of Commons, we are determined to wait patiently the issue of those measures, and avoid everything that might frustrate those laudable endeavors.

"Fifth, That as choosing deputies to form a provincial Congress or Convention must have this tendency, be highly disrespectful to our legal representatives, and also be attended in all probability, with the most pernicious effects (in other instances, as is now actually the case in some provinces—such as shutting-up courts of justice, levying money on the subjects to enlist men for the purpose of fighting against our sovereign, diffusing the spirit of sedition among the people, destroying the authority of constitutional assemblies and otherwise introducing many heavy and oppressive grievances), we therefore

are determined not to choose any deputies, nor consent to it, but do solemnly bear our testimony against it.

"Sixth, That we are utterly adverse to all mobs, riots and illegal proceedings, by which the lives, peace and property of our fellow subjects are endangered; and that we will to the utmost of our power support our legal magistrates in suppressing all riots and preserving the peace of our Liege sovereign."

Notwithstanding these resolutions, at a meeting of freeholders of the county, held at Jamaica, May 22nd, 1775, Thomas Hicks and Captain Richard Thorne were elected to represent Hempstead but on June 26th, Thomas Hicks, of Little Neck, declined taking his seat, "because he was informed by several leading men that the people of Hempstead seemed much inclined to remain peaceable and quiet."

An address was presented to Governor Colden at Jamaica on May 18th, 1775, requesting him to intercede with General Gage and with the King to stop their violent measures. His reply was unsatisfactory though given with tears. On September 2nd, 1775, Congress granted Joseph Robinson leave to receive 100 pounds of gunpowder for the use of the Jamaica militia, on his paying cash for it.

By a test paper issued by the General Association, the signers pledged themselves to stand by each other in the great struggle for their rights and to support the Congress. On September 16th, 1775, Congress having need of arms for the soldiers in the constitutional service, sent troops to Jamaica to impress them from those who refused to sign the General Association. Abraham Skinner, of Jamaica, reported to Congress that but few arms had been collected for want of a battalion of soldiers to intimidate the royalists. He said, "The people conceal all their arms of any value, many say they know nothing about Congress and don't care for their orders and they will blow out any man's brains that attempts to take their arms."

Companies were detailed to visit Hempstead. Considerable difficulty was encountered, but later, in January, 1776, we find the following: "The battalion left Colonel Heard at Hempstead last Wednesday with 600 or 700 militia

where great numbers of Tories were every hour coming in and delivering up their arms." Again, "Colonel Heard crossed Hurl (Hell) Gate ferry and proceeded through Newton (Newtown), to Jamaica, at Bett's tavern, and left on a Sunday for Hempstead. There was great talk of opposition in Hempstead, but it was at last concluded to submit. His quarters were at Nathaniel Sammis's."

On December 13th, 1775, as some disaffected persons in Queens County had been supplied with arms from the British ship of war "Asia," and were arranging themselves to oppose the measures taken by the united colonies for defending their just rights, it was ordered that Captain Benjamin Whitehead, Dr. Charles Arden, Captain Joseph French and Captain Johannes Polhemus, all of Jamaica, appear before the Congress on the 19th inst., to give satisfaction in the premises and that they be protected from insult, coming and returning.

The following associated themselves as "minute men" for the defense of American liberty, and engaged to be obedient to the Congress:—John Skidmore, captain; Jacob Wright, first lieutenant; Nicholas Everest, second lieutenant; Ephriam Marston, ensign; privates, Cornelius and Derick Amberman; Isaac, Nehemiah, Daniel, and John Bayles; John Bremner, Richard and Robert Betts, William Cebra, Peter Canile, Benjamin and Nemiah Everet; Samuel, Joseph, Thomas and Daniel Higbie; James Hinchman, Hendrich, Aaron and Abraham Henderson; John Innis, William Nehemiah and Nathaniel Ludlum; David and Waters Lambertson; Andrew Mills, Andrew Oakley, Urias and Stephen Rider; Hope, Richard and Nathaniel Rhodes; Joseph Robinson; Richard, Nathaniel, Walter, John, Obadiah, Simeon, Sylvester, Nicholas and Benjamin Smith; Daniel Skidmore, John and William Stin; William and Benjamin Thurston; Thomas Wiggins, and Jesse Wilson.

On March 27th, 1776, a military company of 40 men associated themselves as Defenders of Liberty. The officers were: Ephriam Bayles; captain; Increase Carpenter, first lieutenant; Abraham Van Osdell, second lieutenant; Othniel Smith, ensign.

On April 26th, following all friends

of American Liberty in Jamaica were entreated by Elias Bayles, chairman of the committee, to aid the committee. Announcement was made that should any officers in the service of Congress meet with insults in the discharge of their duties the offenders were ordered to be treated as enemies to their country.

It being ordered on May 17th, 1776, that the county committee form and regulate the militia without delay, we find the following regarding Hempstead: South Hempstead:—Foster Meadow Company, 98 men; officers, none. Far Rockaway Company, 90 men, Peter Smith, captain; Benjamin Cornell, lieutenant. South Hempstead Company, 110 men; officers, none.

The total number in North and South Hempstead and Oyster Bay was 1,028 men. The following were the higher officers: Colonel, John Sands; lieutenant-colonel, Benjamin Berdsall; majors, Richard Thorne and John Henderson.

During the month of July, 1776, precautions were taken for saving the cattle and crops from the British, should they attempt to land on the island. Colonel Birdsall, with a command of recruits, was sent to Far Rockaway, where sentinels were placed in the most advantageous positions for observing the approach of the enemy. In August, Captain P. Nostrand was also stationed at Far Rockaway with forty-six men to guard the coast. There was a guard at David Mott's and at Hog Island Inlet was a guard boat.

According to one account, "Nelly Cornell, looking out of an upper window of a house, called to the American officer and told him she saw trees rising from the ocean." He looked, called another officer and said, "That's the British fleet. Down with the tents and let's be off to the ferry." Wagons were then impressed to convey the baggage and all the cattle were driven off.

August 25th, Congress resolved that all horses and horned cattle and sheep south of the ridge of hills in Queens county be removed to Hempstead plains; that the inhabitants remove all grain then in barns or barracks to a distance from buildings, that it might be burnt, if necessary to prevent its falling into the hands of the enemy. A few days later the regiments were ordered by General Washington to with-

draw from Long Island. Afterward a large portion of the militia returned to Long Island and took British protection, to save their property and protect their families.

When the American army abandoned Long Island to the British after the battle of Long Island on August 27th, 1776, the more active Whigs fled. Rev. Messrs. Keteltas and Froeligh crossed to the mainland as did John I. Skidmore, Increase Carpenter, John Robinson, Nehemiah Carpenter, sen. and others. The property of those who fled was seized by the British authorities. Most of the Whigs stayed home with their families and took their chance. The more obnoxious were arrested and taken to the British Camp in Kings County. Among these were Elias Bayles, an aged and blind man, an elder in the Presbyterian Church; David Lamberson, Abraham Ditmars, Robert Hinchman, John Thurston, and others.

The more quiet Whigs were not disturbed. They took the oath of allegiance to the crown, signed a paper of submission, prayed to be restored to the royal favor and wore a red ribbon on their hats.

The village of Hempstead was selected by the British as one of their outposts, "as convenient quarters for their light horse, who would be near New York City in case of attack and could also make excursions to gather forage, etc., for the city and scour the country when the rebels landed from the main." Houses were patrolled and soldiers were to be found for many miles around Hempstead and sentry boxes were scattered all about what is now Hempstead village. The Presbyterian Church was used as a barracks for soldiers and later the floors were taken out and the building was used as a riding school for drilling horses. The grave-stones were used for fire backs, hearths and oven bottoms. On the outside of the church were rings, to which soldiers were suspended by one hand and with one foot resting on a sharp stake set in the ground, the remaining hand and foot being tied together. These points under foot were occasionally of iron and by writhing of the sufferer would sometimes pierce through the foot. The culprit was then sent to the hospital and would often be lame for weeks.

This was the punishment of the light horse. The Hessians (German troops hired by King George the Third) ran the gauntlet. An apple tree east of the burying ground was used as a whipping post. In this connection it is interesting to note that Joseph Prue was chosen "Town Whipper" in April, 1772.

Along the brook east of Hempstead village there were huts for the soldiers, built of sods. Boards were very scarce, and the Presbyterian Church at Foster's meadow and the Presbyterian Church at Islip were taken down and conveyed to Hempstead, where the lumber was used in making barracks and stables. From 1778 until peace was declared the light horse made Hempstead their headquarters during the winter and occasionally they recruited in the summer, allowing their horses to wander into the fields of grain and clover fields, which in many cases were entirely destroyed. A fixed price was generally allowed for such damage, which was paid in New York. These horsemen, called the "Queen's Own" it is said, were well disciplined and finely equipped.

From 1778 the militia was called out several times to capture "Americans" or "rebels," and made excursions to the island in search of cattle and plunder. We copy a contemporaneous account of one of these raids which occurred off the beach at Far Rockaway: "Last Sunday (about July 1st, 1779) two rebel whale boats, on which were seventeen men, made their appearance at Hog Island, near Rockaway. The militia were soon alarmed and a party was despatched in two boats while the others marched along shore and secreted themselves among the brush at the entrance of and along the creek at which they entered. The rebels had scarcely landed when they observed the two pursuing boats coming into the inlet. They endeavored to escape, but finding they were surrounded and fired upon from all quarters, they surrendered. Some time after, three others of the same gentry came rowing along shore and, observing their own two boats made into the inlet and fell into the hands of the militia. These boats were fitted out at Saybrook, Conn., with a brass two-pounder in the bow of each, and had a commission from Governor

Trumbull to plunder the inhabitants of Long Island. The prisoners, forty in number, were brought to town yesterday."

In July, 1780, near Hog Island, Rockaway, the American sloop "Revenue," privateer, of New London, W. Jagger, commander, fitted out by Joseph Woolridge, carrying twelve guns and fifty-two men, was driven ashore by the British ship "Galatea." The vessel bilged, the men jumped overboard and swam ashore with their arms, and were captured by the militia stationed at Far Rockaway. Several other captures were made of Americans who believed Long Island and its people were not loyal to the crown.

Rockaway and Lawrence Beach residents would sometimes take a spyglass and climb to the roofs of their houses, and, if they saw any whale boats in the bay, they would remove their valuables to a nearby hiding-place, leaving only a few articles in their houses. When the robbers landed they would ransack the houses, curse the residents for their poverty and depart. Houses and farms were often nearly emptied of an afternoon by their owners, and the goods replaced next morning, but if the owners were once caught they were likely to be tortured till the goods were forthcoming. The alarm was spread by guns or horn blowing.

Though the farmers and laboring classes had to live frugally and on homely fare during the war it was different with the British officers. They spent their money freely and loved good eating and drinking. A little boy once got a dollar for a quart of strawberries. A fat turkey would fetch a guinea (twenty-one shillings) and eggs six cents each. Here is a note from a British officer to a farmer: "Sir: If you can get me a good quarter of veal, or a good pig, or half a dozen good chickens, pray do so, for I can't live on salt meat every day, and you'll oblige, yours,
Cort Van Horne."

The standing toast at an officer's table was "a long and moderate war." The out-door amusements were fox hunting, shooting grouse and other game, horse racing, cricket matches, hurling matches, billiards, cards, etc. They indulged in music also, for we read of pianos, harpsicords, organs, etc., besides military bands.

Some of the officers had their ladies with them, others married American girls. Some of the soldiers brought their wives with them from the old country, especially the Hessians (Dutch) and Scotch. Their children were baptized in the Presbyterian Church.

Hog Island was the residence of Colonel Richard Hewlett during the war. He was an English officer, and had a small regiment of English soldiers at his residence and under his command. The only monument now existing of their doings is the remains of a ditch and an embankment thrown up by the soldiers around a piece of woodland then owned by him.

Whitehead Cornell of Rockaway supplied meat to the British fleet during the Revolutionary war, and in 1784 his son William went to England to collect payment of his father's bill against the British government.

An interesting document, probably the first New York State bond ever issued, appeared during the war wherein Governor George Clinton, being in need of money for the State, and learning that Long Island friends of the Americans were willing to advance one thousand pounds to further the cause of freedom, pledged the faith of the State with repayment of that sum and interest at six per cent. He sent a messenger, who obtained the money, and in exchange gave the Governor's bond, which reads as follows:

"State of New York, ss,—I hereby pledge the faith of said State for the repayment of the sum of one thousand pounds, current money of said State, in specie, with interest at the rate of six per cent per annum, to John Sands, Esq., or order, within one year after the conclusion of the present war with Great Britain. Given at Poughkeepsie, this 1st day June 1782.

"Witness Geo. Trimble.

"Geo. Clinton."

The amount was raised as follows: Major R. Thorne, 200 pounds; John Thorne, 200 pounds; John Sands, 400 pounds; Daniel Whitehead Kissam, 200 pounds. The notes were paid.

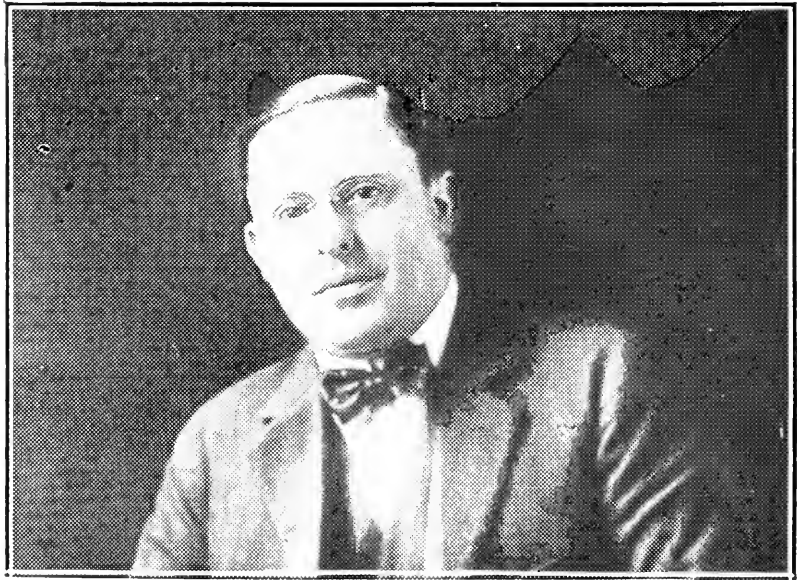
On the 22nd of August, 1776, a British force of 20,000 men under Lord Howe landed on Long Island, and on the 27th

the battle was fought, resulting in the defeat of the Americans, who on the night of the 29th, favored by a dense fog, retreated to New York. The British plan had been formed to capture New York, ascend the Hudson, effect a junction with a force from Canada, under General Carlton, and thus cut off communication between the patriots of New England and those of the middle and southern colonies; but the movements of Washington and the failure of Carlton frustrated the plan.

On the 21st of April, 1777, a State constitution was adopted, and under it George Clinton was elected Governor,

and he assumed the duties of that office on the 31st of the following July. He remained Governor of New York State after the conclusion of peace between America and Great Britain, which happy event occurred in 1783. In December of the same year, by act of legislature, town meetings were held, and officers for the Town of Hempstead, under the new American Republic, were elected.

This section had remained in the hands of the British from the time of the Battle of Long Island until peace was concluded.



MAURICE E. CONNOLLY.
PRESIDENT, BOROUGH OF QUEENS, NEW YORK CITY.



HURD'S EYE VIEW OF SURROUNDING TERRITORY FROM EASTERLY END OF ROCKAWAY PENINSULA, SHOWING RAILROAD CONNECTIONS BETWEEN LOCAL VILLAGES AND BROOKLYN AND NEW YORK CITY.

TRANSIT FACILITIES FROM THE EARLIEST PERIOD

ALTHOUGH the Rockaway peninsula cannot in any sense be considered as a section which grew up overnight, as the saying goes, it is an indisputable fact that the most important steps in its modern development were synonymous with the establishment of modern transit facilities.

Several railroad routes commenced to operate throughout the peninsula in the early "seventies" when there were not many residents and the real and rapid advance and progress were then made.

During the eighteenth century Rockaway had two roads connecting with Jamaica and Hempstead. The first road was a mere pathway, formerly used by the Indians, and formed the foundation for the present Jamaica and Rockaway turnpike. That part of the path passing round the head of the bay, now known as Hook Creek, was frequently impassable owing to floods. The Rockaway pass, mentioned in Field's "Battle of Long Island," over which William Howard and his fourteen-year-old son were compelled to guide a detachment of British soldiers, was a bridle path over the hills situated where Evergreen Cemetery now is and led to the northerly end of the present Rockaway Boulevard in Brooklyn, there connecting with the present turnpike road.

The other and better road was the main road corresponding with the present Broadway. This road led to Hempstead and branched also to Jamaica. Whatever journeys were made to or from Rockaway Neck by the small number of settlers, had perforce to be made either by one of these roads—in which case man's faithful friend the horse was the only assistance available—or else by boat across the bay. As time went on, stage coaches, which also carried the mail, connected with the Rockaways, and it is evident from the following interesting advertisement, copied from the Long Island Telegraph, published at Hempstead in 1830, that it took several hours to reach Brooklyn. The advertisement reads as follows:

"The Hempstead stage leaves the village of Hempstead, starting from the house of Davis Bedell, every Monday,

Wednesday and Friday morning, at eight o'clock, and returns on Tuesday, Thursday and Saturday, leaving the house of Coe S. Downing, Fulton street, Brooklyn, at precisely 2 o'clock p. m. Arrangement is made to carry passengers to and from Rockaway by the above line.

"Curtis & Mervin, Proprietors."

With the opening of the Marine Pavilion at Far Rockaway in 1834, and the construction of the turnpike road in the same year by the company formed for that purpose, traveling became easier. Stages were run from Brooklyn direct to the Pavilion and coaching to Rockaway became extremely fashionable. Beautiful teams of horses attached to elaborate "tally-ho" turnouts made the journey in fine time, and noted sportsmen vied with each other in the excellence of their equipages. These coaching parties survived until a few years ago, but the "four-in-hand" seems, in these parts at least, to have passed into oblivion.

A scheme to construct a steam railroad to Rockaway was launched as early as 1833, four routes being surveyed and estimates obtained. The accepted estimate for the Rockaway branch for a single track was placed at \$110,000, but up to the year 1868 the line had been constructed only as far as Valley Stream.

In 1868 the South Side Railroad of Long Island started construction work on a branch line from Valley Stream and completed the road to Far Rockaway in the following year, under the charter of the Far Rockaway Branch Railroad. The trains were, of course, drawn by steam locomotives. In 1872 the same company extended the line by constructing the "Rockaway Railway" from Far Rockaway, along the ocean front after leaving Wave Crest, to the Neptune House at Rockaway Beach, a distance of four miles.

A time table for this route, dated May 27th, 1872, lists the stations on this Rockaway Branch as follows:

Valley Stream, Hewletts, Woodsburgh, Ocean Point, Lawrence, Far Rockaway, South Side Pavilion, Eldert's Grove, Hollands, Seaside House.

Previous to this the Brooklyn and Rockaway Beach line had, in 1866, commenced to operate trains from East New York to Canarsie, from which point passengers were taken by ferry boat across Jamaica Bay to Rockaway Beach.

Another line, known as the Springfield "cut-off," was built in 1873 by the Long Island Railroad Company from Rockaway Junction (now Hillside, Jamaica) by way of Springfield Junction. This line entered the Rockaways at Oceanpoint (now Cedarhurst) where the first station was located, and tracks ran parallel with the South Side tracks. The new line of the Long Island Railroad was in opposition to the South Side line and was a shorter distance by seven miles. The Long Island Railroad Company later on acquired the interests of the South Side Railroad, and operations of trains over the shorter route has ceased for several years past. The double track remains untouched but is overgrown with weeds and other signs of neglect abound.

Two of the Long Island Railroad Company's presidents, Oliver Charlick and Havemeyer, paid considerable attention to Rockaway Beach at that period and several additional routes were suggested, but not built. The idea of connecting Rockaway Beach with Brooklyn by a road across Jamaica Bay was then conceived, and several plans suggested but not acted upon until 1880, in which year the present trestle across Jamaica Bay was built. The route was called "the air line." The writer wonders whether a real "air line" will be established in the near future, when airplanes will be the means of locomotion.

The trestle route owed its existence to Senator James M. Oakley and his associates, incorporated in 1877 as the New York, Woodhaven and Rockaway Railroad Company, which operated trains from Brooklyn, Bushwick and Long Island City terminals (owned by the Long Island Railroad Company) on its own tracks to Glendale Junction. This line was extended from Glendale through Woodhaven across the Jamaica Bay trestle, as far as the present terminal at Rockaway Park, making the total length of the route fifteen miles.

The trestle route was opened in August, 1880, but the line was not successful financially, and, after operating until 1887, through foreclosure proceedings, it passed into the hands of the

New York and Rockaway Beach Railway Company, now a leased line of the Long Island Railroad Company. Elevated trains of the Brooklyn Rapid Transit are operated over this route in the summer season.

This trestle road, known as the Jamaica Bay route, has been a most potential factor in the development of the Rockaways. The operation of trains through the Steinway tunnel under the East River direct to Pennsylvania Station, Manhattan, began in 1910, and made it possible for Rockaway residents to reach the heart of the greatest city in the world within half an hour.

The present stations at Rockaway Beach are Hammel, Holland, Steeplechase Station, Seaside and Rockaway Park. There are several stations on the trestle the names being Broad Channel, The Raunt, Goose Creek and Howard Beach.

The Rockaway Village Railroad Company was incorporated in March, 1886, and operated horse-drawn cars between the railroad station and beach at Far Rockaway. This line was succeeded by a new electric corporation in 1897 known as the Ocean Electric Railway Company, which in addition to the Far Rockaway village route, commenced a trolley service over the Long Island Railroad tracks through Edgemere, Arverne and Hammels; thence along the Boulevard on its own tracks under a city franchise through Holland, Steeplechase, Seaside, and Rockaway Park, and thence over its own right of way and tracks through Belle Harbor and Neponsit, the fare for the whole distance being only five cents.

All the lines before described are now owned or controlled by the Long Island Railroad Company, and all are electrically operated.

Another electric trolley route is operated between Jamaica and Far Rockaway by the Long Island Electric Railroad Company. This line opened about twenty years ago, passes through the northerly sections of Cedarhurst, Lawrence and Inwood, and has its terminal near the railroad station.

Although there have been numerous fatalities through persons being run over by trains, there has been only one very serious railroad traffic accident on these lines, and that occurred on July 5th, 1875. On that occasion eight persons lost their lives and many others were injured, when two trains, crowded to ca-

paceity with Fourth of July crowds, met in a head-on collision at Far Rockaway. The scene of the accident was on the tracks of the South Side road on the curve near the gas house, and was caused through the engineer of one of the trains ignoring a signal against him.

During the summer season large paddle steam boats operate between Rockaway Beach and Coney Island and Manhattan and are always crowded with passengers. There is also a frequent steam launch service between Rockaway Beach and Sheepshead Bay.

There is a taxicab service at every railroad station.

A little more than two years ago an attempt was made to establish a motor omnibus service from Far Rockaway to Rockaway Park. After running for several months the service stopped and the company has since surrendered its charter, but the rapid growth of the community and the need for additional connections from end to end of the peninsula predicate the belief that the attempt will be revived before many years elapse.

Automobile owners and drivers and others proceeding by road complain of the distance between New York City and Brooklyn and the Rockaways. Because there is no direct land connection between the city and the peninsula a long detour is occasioned. Direct connection between the mainland and the Rockaways across Jamaica Bay would prove of inestimable value and benefit not only to the Rockaways but to the city itself, establishing as it would, a new outlet

within its own taxable area and providing an enormously increased tax assessment justified by the increment in value.

There are several plans before the authorities at the present time to meet this requirement. The first is to extend Flatbush avenue, Brooklyn, over Barren Island and connect with the west end of the peninsula. Another and more desirable, is to build a boulevard or road across the bay on a route almost parallel with the existing railroad trestle. This would terminate at the center of the peninsula and shorten the distance between the city and the Rockaways by eight miles. It would appear on account of continued delays in developing and dredging Jamaica Bay, for which purpose a large appropriation was made by the government several years ago, and is still available, that the game of politics has its own objects to serve first and the needs of the community must wait. However, the immediate construction of this cross bay road is being eagerly pressed by Rockaway residents and civic bodies.

Work has been started on the improvement of the Jamaica turnpike road, which, up to the present time, has been unfit for traffic other than the trolley line operated over it. It is proposed to widen this road for its entire length, raise the grade, making it in some places six feet higher, and to lay double tracks for the trolley service, so that the journey to Jamaica will consume considerably less time than at present. It is hoped to have the improvement completed before the beginning of the 1918 season.

WATER SUPPLY

The water supply obtained by residents of the Rockaways until the year 1881 was by sinking individual wells, users drawing their own supplies directly from the ground. In that year a Holly pumping engine was installed and a well specially sunk to supply water to the famous mammoth Rockaway Beach Hotel. This well or inchoate waterworks was located north of the hotel on the site of the present Alberts Hotel at Fifth avenue, Rockaway Park. Water was sold to a few consumers in the district and the pumping station continued doing business in

a small way for a year or more. It was eventually purchased and dismantled in 1890 by the Queens County Water Company, which company came into existence on March 20th, 1884. The first attempt to inaugurate a public supply system was the result of constant local agitation to abolish the well system, which, it was urged, was extremely dangerous in a growing section where the only means of sewage disposal was by the use of cesspools, which in time would be bound to contaminate the wells.

John Lockwood and six associates applied to the authorities of the Town of Hempstead on October 11th, 1883, for authority "to organize a water works company with a capital stock of \$50,000 to supply the town of Hempstead and its inhabitants with pure and wholesome water from wells sunk in the ground." The town granted a franchise on October 22nd, 1883 but excepted from it the territories of Garden City and the Village of Hempstead. The Queens County Water Company was incorporated on March 27th, 1884, and issued its capital stock on May 1st, in the sum of \$40,000, to R. I. Mullins and others for the construction of works at Far Rockaway. On June 3rd, following, \$40,000 worth of bonds at 6 per cent interest were issued to Mullins in part payment for building equipment, and for completing works at Far Rockaway. Soon afterwards, the capital stock was increased from \$40,000 to \$50,000 and the additional \$10,000 was also issued to Mullins for extension of construction work at Far Rockaway.

The system built by Mullins was completed and accepted December 15th, 1885. Seven months later a five-years' contract was entered into by Queens and Nassau County supervisors with the water company to supply water to the fire district comprising the unincorporated village of Far Rockaway. In 1887 the company's capital stock was again increased to \$100,000 and the additional \$50,000 was issued to Mullins in part payment for money due for construction of the extension of the system to Rockaway Beach. R. V. W. DuBois and others, interested in the Company, applied in June, 1887, to the local authorities of Hempstead for a renewal of the franchise granted in 1883. The renewal was asked for in order to enable the company to reorganize its financial affairs. DuBois stated that the business had extended beyond what was contemplated at the time of the original organization and in particular that the continuation of the mains to Rockaway Beach required an enlargement of the Company's financial basis. On June 13th, 1887, a new franchise was granted, not directly to the Queens County Water Company, but to DuBois and his associates, who proceeded in October, 1887, to organize another cor-

poration, the Queens County Water Company of Long Island. The interrelations and subsequent combination of the two companies are obscured by the mists that hang over those early days of the Rockaway water supply. The original company had to issue scrip to pay the interest on its outstanding bonds. Between the new company and the old, the mains were extended to Rockaway Beach.

The water company's first pumping station and well system was constructed in Far Rockaway on a parcel of land bordering Carlton avenue, just south of the Long Island Railroad right of way. The water supply at this point proved to be insufficient and another station was established on Remsen avenue, north of Long Island Railroad right of way. This new source of supply also proved inadequate. The principal stockholders of the Company, about 1890 or 1891, acquired a tract of land near Valley Stream and thereafter put down wells and constructed a pumping station. The source of supply proved to be satisfactory and the new plant was leased to the Company on February 1st, 1893. For eighteen years, subsequent to 1893, the company secured its entire water supply from the Valley Stream plant, but, by 1911, the increasing demand for water on the Rockaway peninsula during the summer months, induced the Company to establish an auxiliary station at Washington avenue, Rockaway Park, for use for a few hours each day during the heaviest summer load.

During the early period of its existence the Company was in continual financial straits. From 1884 to 1900 no dividends were paid and operating expenses were seldom earned. In 1893 judgments amounting to about \$150,000 were secured against the Company, and, about that time, Franklin B. Lord, of Lawrence, became interested. He succeeded in putting the Company on a sound financial basis.

The Valley Stream Supply is taken from 74 shallow wells and from 52 wells ranging in depth from 140 to 210 feet. The capacity of these wells is fifteen million gallons daily. The Company also have four wells at Lynbrook which are held in reserve for future need. At Rockaway Park they have three wells ranging from 760 to 780 feet in depth.

The water at Valley Stream is filtered by three slow sand filters of a daily capacity of about seven million gallons. The pumping capacity is twenty million gallons daily. At the Rockaway Park auxiliary station there is a mechanical filter of a daily capacity of about one and a half million gallons and the pumping capacity is two million gallons daily. All water is filtered before being pumped into the distribution system.

The Company has about 200 miles of mains, of which 90 miles are in Queens County, and 110 miles in Nassau County. The district supplied is a long narrow neck of land and the distance from the pumping station to the extreme end of the distribution area is over 13 miles.

The supply is under constant inspection

by the City of New York and the Company also has independent analysis. The water is very soft and pure and of a most excellent quality.

The area supplied by the Company consists of the Fifth Ward of the Borough of Queens; the incorporated villages of Lawrence, Cedarhurst, Lynbrook, East Rockaway and Woodsburgh; and the unincorporated sections known as Inwood, Koodmere, Hewlett, Valley Stream and Oceanside.

There are now approximately eleven thousand individual water consumers in the area of supply and the work of the company is most efficiently done under the able supervision of the engineer, Charles R. Bettes.

GAS AND ELECTRIC SUPPLY

The development of the present excellent lighting, heating and power equipment in this locality, is in itself a most interesting history.

Prior to the year 1880, all local houses and the streets, which were then lanes, were illuminated—in the few lanes which boasted artificial light—entirely from oil lamps. Contemporaneous advertisements informed the public that "Best Test oil was 12 cents per gallon." Before this time inhabitants made and dipped their own candles, the only artificial illuminant they knew.

On February 19th, 1880, the Rockaway Gas Light Company was incorporated for the purpose of manufacturing and supplying artificial gas to Attrill's new monster hotel at Rockaway Beach. This was the first attempt of its kind by any body of local men to provide gas lighting. A thirty-thousand foot gas holder was erected on the plant then located at Rockaway Park on the present site at Washington avenue. Of this company Henry Attrill was president and James A. Taylor, treasurer. The hotel was never properly opened, but gas was manufactured at the plant and supplied to local consumers. The original gas tank is now used for storing tar by the Queens Borough Gas and Electric Company at their Rockaway Park plant.

The old company had a very short existence. Fire broke out on the plant

and the office building, containing all the company's records, was totally destroyed. The Rockaway Gas Light Company sold its entire business on May 20th, 1882, to the Town of Hempstead Gas and Electric Light Company. The principal directors and officers in the latter company were Edward W. Mealcy, president; Henry Stack, secretary; Henry Y. Attrill, William A. Kenner, George L. Geran, Frederick A. Phipps, William K. Souther and Charles F. Dieterich.

This company was more businesslike than its predecessor and went ahead manufacturing gas, which it sold to consumers resident in the Rockaways, until July 1st, 1902, when it was merged in the present Queens Borough Gas and Electric Company.

Another company, known as the Rockaway Electric Light Company, was formed in 1890, but this had a short and unsuccessful existence. This company was incorporated on May 8th, 1890, by Henry E. Hawley, John A. Seeley, James A. Taylor and Horace K. Thurber for the purpose of operating at Rockaway Beach under a franchise granted to Samuel R. Myers in 1889. This franchise and the business of the Rockaway Electric Light Company is now owned by the Queens Borough Gas and Electric Company, with which it was merged on July 26th, 1897.

The next local combination was

formed by Far Rockaway men on March 12th, 1892, under the name of the Citizens Lighting Company. The stockholders were Thomas Henderson, Samuel B. Althause, Jr., James Caffrey, Smith M. Decker, Edward Roche, Richard L. Gipson, Frederick M. Richmond, Newman J. Pettit, Delmar L. Starks, David H. Jennings and Joseph C. Biglin. This company operated at Far Rockaway until June 29th, 1898, when the business was sold to the Queens Borough Electric Light and Power Company, incorporated for that purpose on February 28th of the same year. The stockholders in the new corporation were Van Wyck Rossiter, president; David H. Valentine, Royal C. Peabody, C. L. Rossiter, T. S. Williams, Frank McGovern, Joseph C. Biglin, Isaac M. Sutton and H. Hobart Porter, Jr.

The Queens Borough Gas and Electric Company, the present supplier of light and power to the entire Rockaway peninsula, was incorporated on July 1st., 1902, and acquired the business of the Electric Light and Power Company on that date. The first directors were V. Everit Macy, G. D. Gregory, Eugene D. Hawkins, Alfred H. Bronson, Nelson C. Thrall, H. Hobart Porter, Jr., George Crocker, and Carleton Macy.

This company at once initiated a progressive and sound businesslike method

of doing business, which has done a great deal to assist the rapid advancement and desirability as a place of residence of all parts of the peninsula.

Carleton Macy was elected president in March, 1904, and has continued so until the present time. Under his able and painstaking guidance, the concern flourished and became of real public service and is the largest permanent employer of labor in this section. For efficiency of service and promptitude in handling the enormous demands made upon it at the beginning of each season, the company has no superior. Its area of service is from Oceanside on the east, to Neponsit on the west. There are 180 miles of gas mains in the street and 165 miles of electric pole lines. The main electricity generating station is at Bayswater, Far Rockaway, and the principal gas works are at Rockaway Beach, while there are sub-stations at Far Rockaway, Rockaway Beach and Lynbrook. There are about 8,000 all-year-round consumers of gas and 4,500 users of electricity in the Rockaways.

The present directors of the Queens Borough Gas and Electric Company are V. Everit Macy, George D. Gregory, Eugene D. Hawkins, James A. Mooney, Carleton Macy, Alfred H. Bronson, and Ira R. Stewart.

BANKING INSTITUTIONS

The first banking institution was established in the peninsula on May 1, 1888, at Far Rockaway, on Catherine street (now Central avenue), near Cornaga avenue, in the front part of a frame building used by J. M. Kraus as a dry goods store. The growth and progress of that little bank have been remarkable.

George Wallace and Charles L. Wallace, residents of Freeport, and Samuel R. Smith, also of Freeport—who had just returned after an absence of ten years spent in conducting a general store business in Drayton, North Dakota, where he was president also of the State Bank—commenced business as private bankers in the village of Far Rockaway, with a capital of five thousand dollars. Mr. Smith, who is now

the president of the Bank of Long Island, was then cashier, bookkeeper and clerk, and the only active man in the business. The need of a bank immediately became obvious and its services were at once utilized by residents throughout the peninsula. Two months after opening Valentine W. Smith of Merrick joined Samuel R. Smith as an assistant. Business increased rapidly and the Far Rockaway Bank was formally organized on January 1, 1889, with a capital of \$25,000. Deposits at that time were approximately \$75,000. Officers of the new bank were Peter N. Davenport, president; W. A. Wynn, vice-president; Samuel R. Smith, cashier, and Valentine W. Smith, assistant cashier. The first directors were: Peter N. Davenport, W. A. Wynn, Sam-

uel R. Smith, S. B. Althause, Jr.; Edmund J. Healy, William Scott, Dr. J. Carl Schmuck, George P. Bergen, Thomas Henderson, Thomas F. White, and Henry Craft.

The handsome brick building at the corner of Cornaga and Central avenues was erected in 1890 and the volume of business transacted jumped up by leaps and bounds until this became the only bank in the State with a capital of \$25,000 having deposits exceeding one million dollars.

The Far Rockaway Bank was merged in the new Bank of Long Island on January 1st, 1903, which latter establishment was formed by the amalgamation of the Flushing, Jamaica and Far Rockaway banks. Samuel R. Smith became president, with headquarters at Jamaica, and Valentine W. Smith was, and is, vice-president in charge at the Far Rockaway branch. The Bank of Long Island now has twelve branches in the Borough of Queens, with a capital and surplus of \$1,600,000, and deposits exceeding thirteen million dollars. Local branches of the Bank of Long Island have been established at Hammels, now in charge of William S. Milan, and at Seaside, now in charge of William H. Reynolds.

The National Bank of Far Rockaway is housed in the show building of the village. The ornate three-story marble finished structure, which immediately attracts one's attention when arriving at the railroad depot, was opened on July 1, 1912. The National Bank of Far Rockaway is an offshoot of the Queens County Trust Company and was char-

tered on October 21st, 1908. Business was commenced on November 8th of the same year in leased offices in the old Wynn Building, near Cornaga avenue, on Central avenue. The first president was Harry G. Heyson; Jacob Lauchheimer was vice-president, and James L. Stanley cashier. The same gentlemen continue in office and are assisted by a board of directors consisting of Joseph Fried, Charles A. Brodek, Max Katz, E. J. Decker, Lewis H. May, William S. Pettit and Philip P. Scott.

The Bank of Lawrence was organized under that name in the fall of 1902 by Talbot J. Taylor, Robert L. Burton, John H. Smith and Dr. J. Carl Schmuck, who commenced business in February of the following year at the present bank. The first directors were Edwin Abrams, Richardson Brower, John A. Ruth, Dr. J. Carl Schmuck, Origen Seymour, John H. Smith and L. Stuart Wing. The capital of the corporation was \$25,000 and there was a subscribed surplus of \$10,000.

The Bank of Lawrence has greatly assisted the development of the westerly end of the peninsula by its consistent policy of encouragement of local and deserving business men and concerns and the aid it has lent to them. The present directors are: Dr. J. Carl Schmuck, president; John H. Smith, vice-president; John A. Ruth, cashier; Morris F. Craft, Divine Hewlett, James W. Safford and Winfield S. Vandewater. The capital is now \$50,000 and there is a surplus of undivided profits of \$65,000.

FRATERNAL ORDERS, CIVIC AND BUSINESS ASSOCIATIONS

Among the Fraternal orders established in the Rockaways, the wealthiest is Olympia Lodge, No. 808, of the Ancient Order of Free and Accepted Masons, which owns the handsome

Masonic Temple on Mott avenue, Far Rockaway. The order having the largest membership is Rockaway Aerie, No. 1544, Fraternal Order of Eagles, which meets at Arion Hall, Rockaway

Beach. The aerie has a considerable nucleus for a building fund, with which it intends to build its own home at an early date. The membership of this order is at present about 500.

Certain local Masons, now deceased, were granted a dispensation on June 24th, 1893, valid for one year, to enable them to form a new lodge for the Rockaways, and their efforts were so successful that the Grand Lodge of the State of New York, on June 7th, 1894, issued a full charter, authorizing the formation of the present lodge. The officers named on the charter were Peter N. Davenport, master; J. Carl Schmuck, senior warden, and Archibald Mutch, junior warden. The first meetings were held in a brick building near Cornaga avenue on Central avenue, Far Rockaway, where Mullen & Buckley now do business. Meetings were held there for about six years, when headquarters were changed to the fourth floor of the Horton Building (now Teddy's), also on Central avenue. The lodge continued there for eleven years. The present Masonic Temple was built and first used by the Masons in 1910, and has been

the permanent home since that date. The present membership is about 350 men.

Other orders with branches established in the peninsula are the Independent Order of Odd Fellows, Foresters of America, Junior Order United American Mechanics, Sons and Daughters of Liberty, Exempt Firemen's Association, Knights of Pythias, Knights of Columbus, Catholic Benevolent Association, Loyal Order of Moose and Red Men. The Boy Scouts of America have numerous branches throughout the Rockaways.

The business associations include the Civic Federation of the Rockaways, Progress Society at Far Rockaway, Board of Trade at Rockaway Beach, Far Rockaway Business Men's Association, Rockaway Beach Business Men's Association, Rockaway Park Citizens Association, Rockaway Beach Liquor Dealer's Association, West End League, Somerville Improvement Society, Women of Arverne, Far Rockaway Women's Club, Women's Suffrage Party, Half Way House Improvement Association, and the Edgemere Taxpayer's Association.

EDUCATIONAL FACILITIES, PAST AND PRESENT

THE admittedly high standard of free education provided for children in the Rockaway peninsula is a most important factor in the success and prosperity of the place.

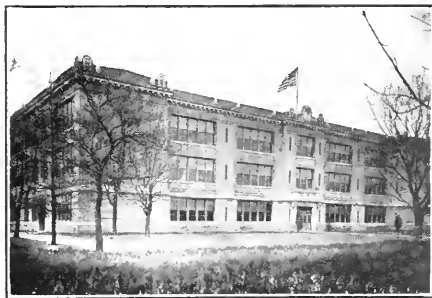
In these days of hustling energy and aggressive efficiency one's educational attainments form one's chiefest qualifications in the battle of life. Parents seeking the best for their children have no hesitation in choosing schools in the Rockaways as having the highest standards.

This chapter deals exclusively with the various public schools and the history of each is given in the village or school district of which it now forms a part.

Lawrence—Cedarhurst—Inwood

The villages of Lawrence, Cedarhurst and Inwood form Union Free School District No. 15 of the Town of Hempstead. This district was placed under

the Superintendency of Schools Act in 1906, with Fred De L. King superintendent, which position he stills holds.



SCHOOL BUILDING AT LAWRENCE.

Mr. King has under his superintendency the Lawrence High School, Lawrence Grammar School, Cedarhurst Grammar School and two grammar schools at Inwood, all of which have a present registration of about 1,650

pupils, forming sixty classes. There are sixty-four teachers.

The imposing brick and stone school building in Lawrence was erected in 1913 at a cost of about \$125,000, on the site of the former frame school building. The latter was built in 1893, and later torn down to make way for the present building which is at once the home of the high school for the district and the grammar school for Lawrence.

The principal of these two schools is Cecil C. MacDonald, and the present registration of pupils is about 140 in the high school and 436 in the grammar school. The equipment includes a well chosen library for use of scholars and the public, a fine gymnasium, domestic science rooms, laboratories and shops.



CEDARHURST PUBLIC SCHOOL.

The Cedarhurst school (No. 3) was erected in 1902 and has a present registration of 207 pupils. The principal is Willard B. Gardner.

The Inwood school (No. 2) has a registration of 343 pupils, the principal being Frederick S. Slack.

The large public school (No. 4) at Inwood, the principal of which is Robert G. Horn, has a registration of 514 pupils. This building has an auditorium capable of seating 700 persons.

When Mr. King first took charge, in 1892, the total registration of pupils was only 286 in the whole district, and the principal school was then situated at the corner of Frost Lane and Broadway, Lawrence. This building now stands near West Broadway, Woodmere. The Central avenue building was occupied in 1893. At that time there was a branch school with one teacher, in the Comb's building at Inwood, and another branch, also with one

teacher, in the Abram's building at Lawrence. Two years after the move to Central avenue Mr. King was authorized and instructed to organize a high school for the district, which he did on June 26, 1895.

The old Broadway school was the first public school ever used in Rockaway. Old men living in the Rockaways remember when they attended the school at Lawrence before the first Far Rockaway school was opened. The late Peter N. Davenport and George Wallace, then young men, were once teachers there.

The members of the Board of Education are Leslie L. Beach, president, and John McNicoll, George B. Simmons, Gilbert E. Horton and John Ruth, trustees.



SUPERINTENDENT FRED DE L. KING.

The officers are: Fred De L. King, superintendent; Newman J. Pettit, clerk; J. Russell Sprague, treasurer, and Lewis P. Dexter, Jr., truant officer.

The following is a list of those who have been members of the Board of Education since the year 1890: The late Franklin B. Lord, Theodore A. Gauntt, the late John W. De Mott, Samuel D. Abrams, Freeman Sprague, Jr., Julian D. Fairchild, John H. Smith, the late Theodore Sprague, Garrett C. Van Dine, William Player, Jr., Edward J. Horn, Joseph H. Foster, James W. Safford, the late Wilbur B. Wood, Morris F. Craft, John G. McNicoll, Andrew Weston, Percy C. Vandewater, George

B. Simmons, Theodore Bowker, the late Oliver S. Davison, Franklin B. Lord, Jr., George A. Johnson, Leslie L. Beach, Gilbert E. Horton, John A. Ruth.

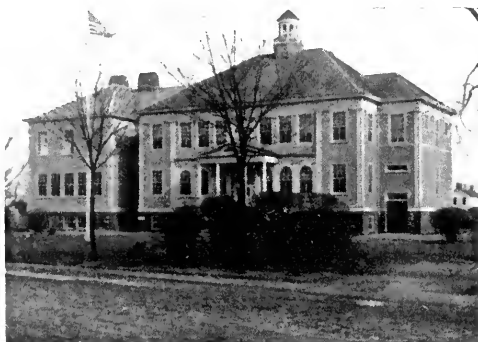
The school district assessment for the present year is \$8,589,212.



INWOOD PUBLIC SCHOOL NO. 4.

Woodmere and Hewlett

Woodmere and Hewlett villages form Union Free School District No. 14 (Town of Hempstead), of which Charles S. Wright is principal. In earlier days in those parts children went to school first at Valley Stream, then to Lawrence and afterwards to a school house built in Hewlett, near Grant Park. In 1898 this building ceased to be used for school purposes and was sold. It was later moved to near Woodmere Bay, and is now used as the home of the Woodmere Yacht Club.



WOODMERE SCHOOL, DESTROYED 1916.

A new school was built in 1898, when the district was made a separate Union Free school district. High school training was begun in 1903 and the school building enlarged in 1910. This building was totally destroyed by fire in September, 1916. Since that time classes have been held in various stores

and at the fire house, pending construction of the new and imposing building on Broadway, which is almost completed and expected to be ready for occupancy early next year. The cost of the new school is estimated at \$140,000, and it will accommodate both high school and grammar school pupils. There is to be a gymnasium in the building.

The present registration at the Woodmere-Hewlett Grammar School is about 300 scholars, and at the high school 40 scholars. There are fifteen teachers.

The school board consists of William H. E. Jay, president; Smith Carman, Garry Brower, Emil Darmstadt and Dallas Brower.

The school district assessment is now \$3,344,000.

Far Rockaway Schools

The first Union District Free School was erected in Far Rockaway about the year 1861 on land now occupied by the Magistrate's Court House, a small part of which building is part of the old school house. The land was given for



SANFORD J. ELLSWORTH.

the purpose by Benjamin B. Mott, known as "Little Ben." The school house stood back in the woods and was approached from Mott's lane by a path now covered by the public library. The name of the first teacher was Patrick Burns and he lodged first at Caffrey's hotel on Greenwood avenue, and later

at Lawrence Duncan's house. About 25 boys and girls, several of whom are still living, attended. There were also two or three private schools, one being conducted by Mrs. Mary Hartford at Broadway and Cornaga avenue.

Prior to the erection of the public school those children of residents who went to school attended the old school house on Broadway in what is now Lawrence, to receive their teaching. As time passed on and the village grew, more teachers were employed and better school accommodations became necessary. A fine new public school building was erected on State street in 1893, the number of pupils then being about 250. A high school was established in the same building in the year 1895. Two years later the school was considerably enlarged and in 1907 the annex was built. Plans are now being prepared for an additional story of eight rooms to be erected at an estimated cost of \$55,000.



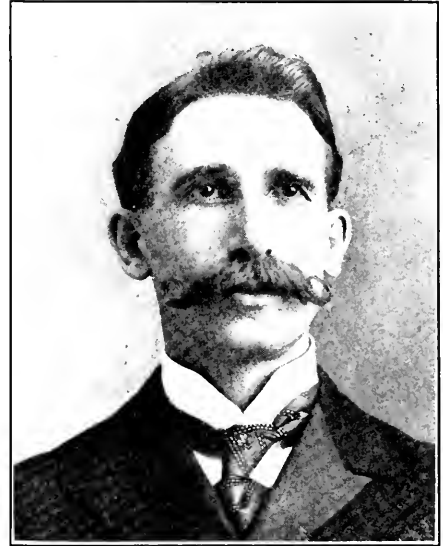
FAR ROCKAWAY PUBLIC SCHOOL.

The primary school is known as public school 39, Borough of Queens, and the present number of pupils is about 800. The high school has a registration of about 500 pupils. Both schools are under the highly efficient management of the principal, Sanford J. Ellsworth, who has held that position since 1895, when he organized the high school. The schools employ forty-five teachers and provide a complete course from kindergarten to college. About fifty pupils are graduated yearly and many of them go to college or training schools for teachers.

In connection with the school there is a well equipped gymnasium, a library and laboratories.

Rockaway Beach and Arverne Schools

The public schools of Arverne and Rockaway Beach, in the Borough of Queens, consist of public school No. 42 at Arverne, public school No. 44 at Holland and public school No. 43 at Rockaway Park, all under the capable management of one principal, William M. Gilmore.



WILLIAM M. GILMORE.

The first public school at Rockaway Beach was conducted by Mrs. Julia Holland (wife of Michael P. Holland), who was appointed schoolmistress for that Union Free School district of the Town of Hempstead in 1878. Mrs. Holland taught in her own home at Holland and Railroad avenues and started with ten pupils. She remained schoolmistress until 1881, when the large school house, now the Rockaway Beach police station, was erected, and Mr. Candee became the schoolmaster. Others succeeded him and Mr. Gilmore was appointed by the local Board of Education in the spring of 1894. At that time there were five teachers in the central school house, and two "annex" or branch schools were being used, one on Washington avenue and one on Lincoln avenue, Rockaway Park, each under the direction of one teacher. The total registration was then less than 300 pupils.

The schools became part of the public school system of Greater New York at the time of consolidation, on January

1, 1898, in June of which year there were ten classes and a total registration of 438 pupils.

In April, 1901, the new building near Holland Station (public school 44) was opened and all the classes in the old buildings were transferred to the new building. There were then ten classes and a total registration in June of the same year of 551 pupils.

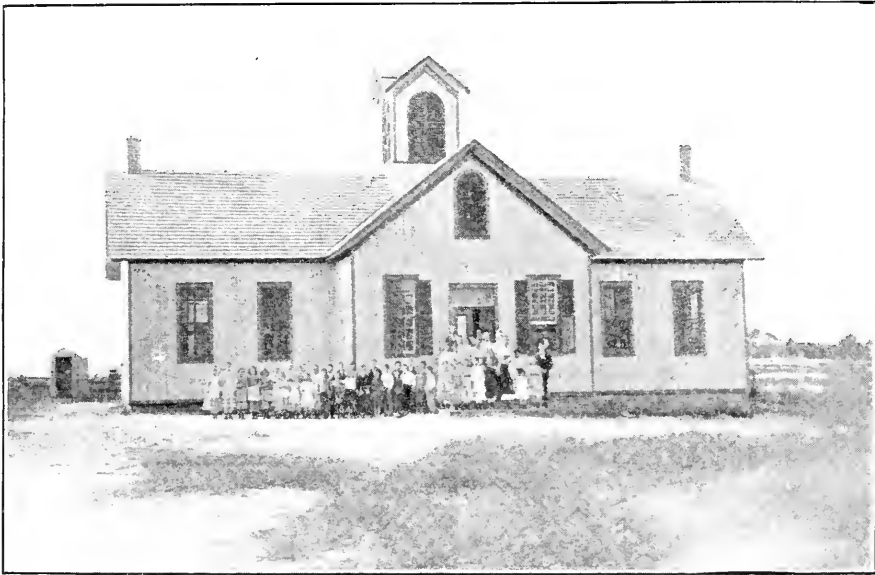
The new building at Rockaway Park (public school 43) was opened in December, 1903, with three classes, and a total registration of 102 pupils. In June of 1904 these two schools had a total registration of 812 pupils, and in December of the same year the new building at Arverne, public school 42, was opened with three classes and a registration of 97 pupils.

The average registration of the three

been called to the urgency of the need, no provision for extension has yet been made.

All of the foregoing schools which existed before consolidation of Greater New York in 1898 were at one time Union Free schools under the Town of Hempstead. To emphasize their growth the author quotes the following interesting extract from minutes on the record book of Common School District 15, Town of Hempstead (in which district the peninsula was included), dated January 1, 1849:

"To the superintendent of Common Schools of the Town of Hempstead, we, the trustees of the school district number fifteen in the said town in conformity with the statutes relating to common schools do certify and report that the whole time our school has been in



THE OLD UNION FREE SCHOOL AT LAWRENCE.

schools is now about 1,600 pupils in the winter months and this is increased to approximately 2,200 in the summer months, when many summer visitors register their children for school attendance in this district.

In addition to the foregoing, two bone tubercular classes are taught at Neponset Beach Hospital.

Additions are sorely needed to the Holland school (No. 44), and although the attention of the city authorities has

session since the date of the last report for the said district is eleven months, and since the date of said last report our school has been kept by teachers after obtaining a certificate of qualifications according to law for eleven months, that the amount of money apportioned to our district by the Town Superintendent of Schools during the said year and since the date of the said last report, except library money, is one hundred and twelve dollars and twenty-five cents, and that

the said sum has been applied to the payment of compensation of teachers employed in the said district and licensed as the statute prescribes. That the amount of library money received in our district from the town superintendent of common schools was twenty-eight dollars and six and one-fourth cents, and that the said sum was on or before the first day of October last applied to the purchase of a library for the said district. That the number of volumes belonging to the district library and on hand on the last day of December is three hundred and sixteen. That the number of children taught in said district and during said year and since last report is one hundred and twenty and the names and ages of which are as follows:—(Oldest—21. Youngest—5.)

"That of the said children thirty-nine attended less than two months. Thirty-six less than four months and more than one. Ten for four months and less than six. Twenty, six months and less than eight. Seven, eight months and less than ten. Eight, ten months and less than twelve. And that the number of children residing with their parents in our district on the last day of December last, who are over five and under sixteen years of age is one hundred and ninety. (Complete census is given.)

"And we further report that our school has been visited by the town superintendent twice during the year preceding this report and that the sum paid for teachers' wages over and above the public money appropriated to said district during the said year amounted to \$175.25. That the amount raised by taxes during the said year was for repairs, etc., \$30. That the school books in use in said district during the said year were as follows: Porter's Rhetorical Reader, New York Readers Nos. 1 and 2, Websters' Dictionary and Spelling Book, Walker's Dictionary, Smith and Browns' Grammar, Colburn's and Smith's Arithmetics, Morse and Mitchell's Geography.

"January 1, 1849.

"SAMUEL DOUGHTY,

"G. D. CRAFT,

"J. H. JENNINGS,

"Trustees.

"JOHN BROAD,

"District Clerk."

Parochial schools in the Rockaways are fully described in another chapter containing the history of the various churches to which they are attached.

Public Libraries

The establishment of a free library building in Far Rockaway was made possible by the Carnegie donation, for in 1903 the sum of \$240,000 was allotted to the Borough of Queens for the erection of library buildings. It was at first proposed to expend this sum on the construction of three buildings, but, owing chiefly to the suggestion and energy of Peter J. McGinnis of Far Rockaway, then member of the Library Board of Queens, it was finally decided to erect six buildings in the borough, at a maximum cost of \$40,000 each, one such building to be erected at Far Rockaway.

The present site of the library building at the corner of Central and Mott avenues, which had been given by Benjamin B. Mott with the old school house site, and was then owned by the city, was utilized for the building and the latter was opened on August 18, 1904.

The local library committee then consisted of Peter J. McGinnis, Rev. Mr. Demarest and John A. Loope.

About the same time a store was leased and a small branch library opened at Hammels. This branch was removed in 1912 to more convenient quarters in the McKennee Building, near Holland Station.

The local libraries have been a great boon and educational aid. The courteous treatment of library employees is a constant encouragement to use the excellent collection of books, which is constantly increasing. A special feature is the frequent "story hour" for children, whose minds are thus trained in an interesting manner to look to books for aid in their search for knowledge.

Newspapers

The first newspaper was published on June 23, 1883, at Far Rockaway by the late Watkin W. Jones. It was called "The Rattler," for the first year of its existence, but the name was then changed to the "Rockaway Journal." The paper was issued weekly and was

successful for a number of years. It greatly aided the growth of the place, but later went out of existence.

There are now two weekly papers published at Rockaway Beach, viz., the

"Wave" and the "Argus." Far Rockaway possesses three similar publications, viz., "Rockaway Life," "Far Rockaway Journal" and the "Rockaway News."

RELIGIOUS LIFE

EVERY section of the peninsula is well cared for from a religious standpoint, and large congregations attend the services of Roman Catholics, Hebrews and Protestants of all denominations. Churches, synagogues and social centres are numerous, well founded and, in general, on a sound financial basis. The worship of God is regular and devout and this religious spirit and the guidance of the ministers has been greatly instrumental in the peaceful and successful development of the peninsula, and the means of training the minds of some of New York's foremost citizens, who live or lived here and had the advantages of that guidance and training. A description and history of each church or synagogue will be found in the succeeding chapter.

An Early Sunday School

The following letter, written by Jane Cornaga in 1818, shows the early establishment of a Sunday school at Far Rockaway. The writer possesses the original letter:

"Far Rockaway, May 2, 1818.

"Sir, I am happy to inform you that our Sunday school here has a very promising appearance; but the Scholars labour under many disadvantages from the want of books. I am therefore requested by our Superintendent, Mrs. B. Cornell, and the teachers, to request you (if you please,) for ten or fifteen testaments, the receipt of them will be acknowledged in the most grateful manner.

JANE CORNAGA, Secry.

"To Mr. Lewis A. Eigenbrott

"Jamaica."

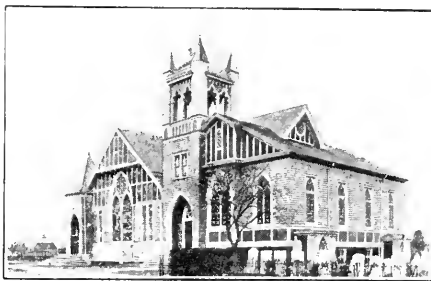
Lawrence Methodist Episcopal Church

The present beautiful Methodist Episcopal Church at Lawrence is erected on

the site of the first Rockaway church, near the Long Island Railroad crossing on the Jamaica and Jericho Turnpike road. The present edifice, valued at \$40,000, is the centre of religious life at Lawrence, and the pastor, the Rev. Henry Blatz, has the care of an ever-increasing and devout congregation, among which are many of the leading residents of Lawrence and Cedarhurst.

On November 13th, 1831, this church was founded and officers were elected at an organization meeting held at the home of John Baylis. The new church was called McThendres Chapel, and was part of the Hempstead Methodist Episcopal Circuit.

The first church building, erected during the year of its foundation, 1831, was



LAWRENCE M. E. CHURCH.

a plain frame structure with a double pitch roof, supported by four large pillars. It was illuminated by candles. The church was rebuilt in 1866 at a cost of \$8,000. The cornerstone was laid by the Rev. Edward G. Andrews, who later became Bishop Andrews. Shortly after this the parsonage was built on land opposite the church. Since then it has been modernized and reconstructed. The cemetery attached to the church

contains the graves of many Rockaway settlers.

The present church building was erected in 1907 during the Rev. John J. Forist's pastorate. The old structure is now used as a Sunday School. The beautiful memorial windows of the church represent scenes taken from Hoffman's famous paintings depicting incidents in the Life of Christ. They include "Christ and the Doctors," "Christ Blessing the Little Children," "Christ in the Garden of Gethsemane" and "The Resurrection."

Affiliated with the church is the Lawrence Chapter of the Epworth League, the Ladies' Union, the Women's Foreign Missionary Society and the Lincoln Military Band.

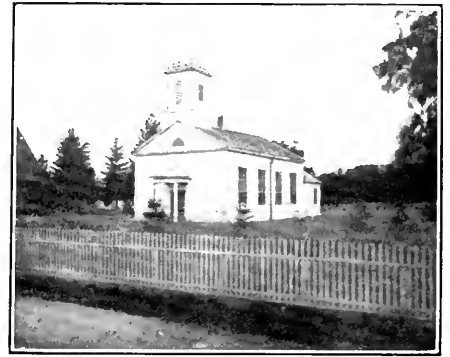
The Sunday School is particularly well supported, the membership exceeding 400 children.

Trinity Church, Hewlett

The Protestant Episcopal parish of Trinity, Hewlett, was first known as Trinity Chapel, Rockaway, and was part of the ancient parish of St. George's Church, Hempstead, a patent and charter of which were granted by King George the Second, July 23, 1735.

Occasional services were held at Rockaway prior to 1817 by the Reverend Seth Hart. In August of that year the Governor of the State, Daniel D. Tompkins, while visiting Far Rockaway, donated to the inhabitants, on petition of Benjamin Cornwell and others, a small building called the block-house for use as a place of worship. The Rev. Mr. Hart held services in this building every fourth Sunday afternoon. The Rev. Dr. Gilbert H. Sayers, Rector of Grace Church, Jamaica, also officiated occasionally. The exact location of the block-house is not now known. This arrangement continued until the need of a more convenient and befitting house for worship was generally felt. The question of erecting a Chapel, while often considered, did not result in any positive efforts to obtain one until September, 1835, when a consultation of the friends of the church was held, and, at a subsequent meeting, it was resolved to build a Chapel. The Rev. Wm. M. Carmichael of St. George's Church, who presided at the meeting,

and Clinton Pettit and George Hewlett, were appointed a Committee to take the necessary steps to carry this resolve into effect by securing funds and a suitable plot of land on which to place a Chapel, "to be under the jurisdiction of the Vestry of St. George's Church, Hempstead." A plot of ground containing about three acres was given by Major Cornelius Van Wyck and his sister, Miss Van Wyck. Another acre was purchased from the same parties, and on the third day of May, 1836, the corner-stone was laid by the Rt. Rev. B. T. Onderdonk, Bishop of the diocese. Donations of timber and stone were received; about \$1,500 in cash was raised by subscriptions, and a gift of \$500



OLD TRINITY CHURCH, HEWLETT.

was made, on the application of the Committee, by the Corporation of Trinity Church, New York. These facts were duly reported to St. George's Vestry; also that while the cost of the Chapel had been about \$2,300, there was left an indebtedness of only about \$90, which the Committee would immediately seek to obtain. They requested the Vestry to take the proper steps to have the building consecrated, by the name of "Trinity Chapel, Rockaway."

The Chapel was consecrated by Bishop Onderdonk on Saturday, July 8, 1837. The next day the Bishop administered the rite of confirmation to a class of fifteen. The chapel and grounds continued to be the property of St. George's, Hempstead, until 1844.

On the 12th day of December, 1843, at a meeting of the congregation of the Chapel, Clinton Pettit, George M. Hewlett and Peter T. Hewlett were ap-

pointed a committee to obtain from the corporation of St. George's a separation from that parish preparatory to its organization as a separate parish. This committee waited upon the Vestry, January 22, 1844. But the Rev. Dr. Carmichael having resigned the rectorship and there being no rector, the Vestry deferred action until they were duly organized with a rector, and it was not until October 9, 1844, that the matter was disposed of. At that date, at a meeting of the Vestry, the Rev. Orlando Harriman, Jr., rector, in the chair, was passed the following:

"Resolved, That the Corporation of St. George's Church, Hempstead, convey all their right, title and interest in Trinity Church, Rockaway, and the lands appertaining thereto, to the rectory and Vestry of said church, by deed of gift, to be held by them and their successors, for the purposes of an Episcopal (Church) and no other purpose.

"Resolved, That the rector and senior warden be a committee to prepare the deed and the rector be authorized to sign it and affix thereto the corporate seal."

Upon this favorable action of St. George's Vestry, a meeting of the congregation was held on February 14, 1844, and the organization of Trinity Church, Rockaway, perfected. The following persons were elected its first Vestry: Foster Nostrand and Clinton Pettit, wardens; George Hewlett, Jacob Lawrence, John L. Morton, Aledger Hewlett, George M. Hewlett, Jacob Stringham, George R. Rhodes and Dr. Robert B. Baisely, vestrymen.

Through the liberality of Joseph Hewlett a rectory was built on the church grounds in 1854 and in 1876 preparation for building a new and larger church was begun, the cornerstone being laid by the Bishop on July 19, 1877. The present beautiful edifice, which marked great advance in architectural style, was consecrated by Bishop Littlejohn on May 2, 1878.

The chapel of St. John's was opened at Far Rockaway in 1860 during Rev. Samuel W. Sayres' rectorship and was later created a separate parish.

The old Trinity church building has been converted into a Sunday school and lecture room. The congregation

consists of about 130 families in Hewlett and Woodmere and the present rector is the Reverend Arthur Lewis Bumpus.

The parish officers are: Divine Hewlett and Benjamin C. Vandewater, wardens; Clinton Locke, Stockton Buzby, Henry O. Chapman, Edward C. Smith, William H. E. Jay, Eugene P. Bicknell, Carleton Macy and Joseph S. Hewlett, vestrymen. Carleton Macy is also treasurer and Joseph S. Hewlett clerk.

St. John's Church, Far Rockaway

The Protestant Episcopal Church of St. John at Far Rockaway was first opened as a chapel or mission from Trinity Church, Hewlett, in 1860, by the Rev. Samuel W. Sayres, rector of that parish. It was opened to meet the wishes and convenience of the largely increasing population of Far Rockaway, who previously had to journey to Hewlett to attend divine service.

The opening of the new chapel was made possible through the generosity of Far Rockaway parishioners who subscribed funds to build the present church on land donated by Benjamin B. Mott. One of the most zealous workers was Mrs. F. H. Bolton, a sister of Augustus Hewlett of Rock Hall, who had for a considerable time previously conducted a Sunday School in her home on Jarvis Lane.

The Far Rockaway chapel was consecrated by Bishop Potter in November, 1860, and was ministered to by the Rev. Samuel W. Sayres and grew steadily in numbers and faith. In 1882 St. John's was created a separate parish with the title "St. John's Church, Far Rockaway," and Mr. Sayres became its first rector, leaving Hewlett for that purpose. The present church building embodies the original structure, which has been added to at both ends. The chancel has been rebuilt and enlarged and a memorial window installed to honor the memory of the late George C. Rand.

The parish house was erected in 1900 for lectures and Sunday School, which latter is now attended by about 150 pupils. The congregation of the church now numbers about 500 and is ministered to by the rector, the Reverend

William A. Sparks, who was appointed in May, 1911.

The mission of All Saints from St. John's Church was opened at a store on Central avenue, Lawrence, in 1904.



REV. WILLIAM A. SPARKS.

by the Reverend Henry Mesier, then rector, and regular Sunday services are held there, the congregation numbering about eighty persons and the Sunday School being attended by about fifty scholars.

The parish officers of St. John's are Harold Herrick, clerk and warden; Daniel Whitford, warden; Edward M. Bentley, Jonathan T. Lanman, Peter B. Olney, O. S. Seymour, Albert Francke, Edward C. Lord, William S. Pettit and Thomas Williams, vestrymen. Edward M. Bentley is treasurer.

St. Andrew-by-the-Sea, Belle Harbor

The Episcopal Church of St. Andrew-by-the-Sea at Belle Harbor is a mission from the Cathedral at Garden City, and was established in 1906 when the church was erected at a cost of \$8,000, on five lots donated by the West Rockaway Land Company.

Divine service is held every Sunday throughout the year, the Reverend R. F. Duffield, the Archdeacon, officiating. A Sunday school service is also held regularly. The seating capacity of the church is about 150, and the Sunday

school superintendent is Mr. J. E. Davies.

St. Mary's Star-of-the-Sea, Far Rockaway

PRIOR to the year 1847 Roman Catholics in Rockaway who wished to attend Mass had to make the journey to Jamaica, where the nearest church of that faith was then situated.

The first Mass in Far Rockaway was celebrated at William Caffrey's Hotel in 1847 by the Rev. Michael Curran, Jr., who, in 1838, had been sent by Bishop Dubois from Astoria to found the Jamaica parish of St. Monica. Father Curran later on opened up several missions, one of them being at Far Rockaway. His work was continued by his successors in the Jamaica pastorate, the Rev. John McGinnis in 1844 and Rev. Anthony Farley, Sr., in 1854. These clergy visited Far Rockaway and celebrated Mass in various homes of their parishioners, and in a tent in the summer time. In January, 1851, the increasing number of Catholics making Far Rockaway their summer home in-

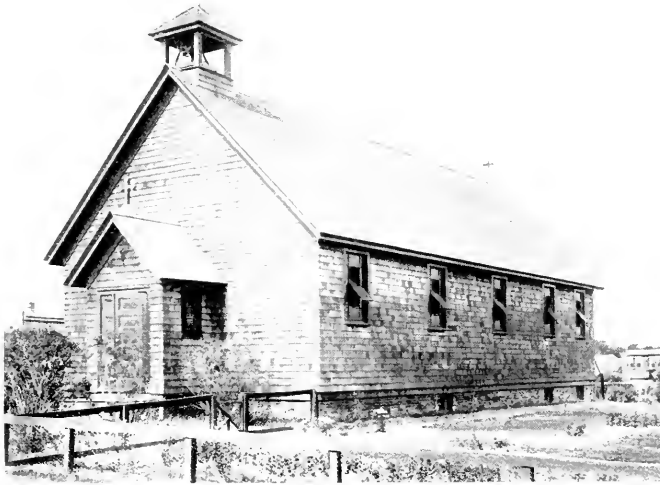


REV. HERBERT F. FARRELL.

duced Andrew Brady to donate a plot of ground as a site for a church, which was built by local men, some of them contributing money and others helping in its construction. The building, which is shown in the accompanying illustration, was located on ground adjoining the present St. Joseph's Convent on Central avenue, and was first reached

from Broadway. It lay back from the road and attendants climbed over a "stile" to get there. Far Rockaway continued to be a mission of Jamaica, and Father Farley ministered to it until 1868, when the Rev. Joseph Brunneman, O. F. M., was appointed as the first resident pastor. He was followed in November, 1872, by the Rev. M. J. Murphy, who caused the rectory to be built, which later was remodelled into the present convent for the Sisters of St. Joseph. In October, 1879, Rev. Henry J. Zimmer assumed charge, having been appointed by the Rt. Rev. John Loughlin, D. D., to succeed Father Murphy,

altar, artistic Stations of the Cross, and a beautiful oil painting over the altar, "The Star of the Sea," presented by John Kelly, all gifts of the loyal parishioners. Father Zimmer turned over the parish to his successor, the Rev. G. M. Flannery, LL.D., entirely free of debt, and with several thousands of dollars in the treasury. Dr. Flannery continued the good work during eight years. He improved the school building, beautified the church by decorating the sanctuary; installed a large church bell, the gift of Edward Roche, and a new pipe organ; a beautiful brass and onyx sanctuary rail, a lectern and pulpit, the



THE FIRST ROMAN CATHOLIC CHURCH IN FAR ROCKAWAY.

who had been sent to Brooklyn to build a church in the Greenpoint section. Father Zimmer continued as rector until the year 1896, when ill health forced him to resign. During his administration an attractive new church and rectory were erected in 1884 on a more central site purchased for the purpose, and the old church was converted into a parochial school. When Father Zimmer gave up his charge he left what today is termed a "complete working plant" supplied with all essentials. The school, as a building, was rather a poor affair, but as to results, the success and present strong faith of its former pupils do Father Zimmer great credit. The church contains a handsome marble

gifts of James Caffrey. In September, 1904, Father Flannery was transferred to the pastorate of St. Paul's, Brooklyn, and the present incumbent, the Very Rev. H. F. Farrell, V.F., was sent by Bishop McDonnell to succeed him. Dean Farrell had been a member of the Public School Board of Education at Westbury, and later on its president, the first Roman Catholic priest to occupy such a position in the State of New York. This experience strengthened his conviction that an up-to-date parochial school is the most important feature in a successful parish. His first efforts were to raise funds to realize this need. Sensing considerable prejudice against the scheme, he began the publication of

a Parish Monthly to create a sentiment favoring Catholic education. The little periodical, aided by pulpit talks, quietly but effectively did its work, and in the fall of 1908 work was begun on the new school, an acre of land on Broadway having been secured. The building, which is of Tudor Gothic design, is of brick and terra cotta and is known as the Lyceum. It contains twelve classrooms, a completely equipped theatre, seating 800 persons, teachers' room, a library, gymnasium and meeting-rooms. The entire cost, including land and equipment was one hundred and forty thousand dollars, of which one hundred thousand have been paid. The teaching staff includes four Sisters of St. Joseph, three brothers of the Sacred Heart, and four lay teachers. Drawing, vocal music, and physical culture are taught by specialists. There are now about four hundred children in attendance.

During Dean Farrell's administration the entire church has been decorated, handsome English oak stalls and an organ have been placed in the sanctuary, and many beautiful gothic vestments have been added to the original collection. These improvements have been made possible largely through the generosity of Mr. F. N. Dowling, a parishioner.

The resident congregation of the Far Rockaway parish numbers between seventeen and eighteen hundred souls. In the summer time this number is doubled.

In the spring of 1905 the Holy Name Society and the Blessed Virgin's Sodality were established, and both have flourished. The former now numbers two hundred members, composed of men in all walks of life. A St. Vincent de Paul Conference was created in 1910.

From St. Mary's the Italian church of Our Lady of Good Counsel at Inwood and the summer mission of St. Gertrude at Edgemere were founded by the present rector.

The Presbyterian Church at Far Rockaway

The first steps were taken by Presbyterians in Far Rockaway to band themselves together on December 23rd, 1887. On that day a meeting was held at the home of Mrs. Mary D. Wells of White street, Far Rockaway, for the purpose

of organizing and arranging for regular prayer meetings. Temperance Hall on Mott street was engaged until May 1st, 1888, for Sabbath services and weekly prayer meetings, and the first prayer meeting took place there on December 29th, 1887. On January 15th following the first regular service with sermon was held and a Sunday School organized. The Presbytery of Nassau was petitioned for a charter, which was granted on January 30th. The same day the church was organized with thirty-nine charter members. The Board of Home Missions contributed \$500 a year for support of a pastor, until June, 1891, when that contribution ceased.

In May, 1888, the congregation worshipped in the present Magistrate's Court Building on Central avenue. It was then the Public School. They practiced their devotions there for the period of one year. On September 12th



REV. J. MILTON THOMPSON, D.D.

of the same year the cornerstone of a new church was laid at Central and Neilson avenues by the Rev. Dr. T. DeWitt Talmage. The new church was dedicated in June of the following year.

The trustees were delighted in October of 1908 to receive from Mrs. Margaret Olivia Sage, widow of the late Russell Sage, a donation of a new church site, where the present beautiful structure now stands, together with the

sum of \$250,000 in cash. Of this sum \$150,000 was to be used "for the erection of a suitable group of church buildings, and the remainder held as a permanent endowment fund, the income to be used for church purposes, but the principal to be kept intact under an appropriate deed of trust."

The cornerstone of the new church was laid on December 12th, 1908. Seventeen months later, on May 11th, 1910, the new Russell Sage Memorial Church was dedicated and the Presbyterians have held their services there ever since. The present minister is the Rev. Dr. John Milton Thompson and his congregation numbers among its members many of Far Rockaway's leading business men and residents from Inwood, Lawrence, Cedarhurst and Woodmere. The church has a Sunday School with about 250 scholars; Ladies' Aid Society; Home and Foreign Missionary Society, and branches of the Christian Endeavor, Westminster Guild, King's Daughters and Boy Scouts.

Woodmere Methodist Episcopal Church

The Methodist Episcopal Church at Woodmere is pleasantly located in the centre of the village facing Broadway and is a frame building with accommodation for about 200 worshippers. The church was established 46 years ago. The church property, with the adjoining parsonage, is owned by the church body, represented by five trustees. There is also a Sunday School, a branch of the Epworth League and Ladies' Aid Society. The Rev. Smith A. Sands is parson. The church trustees are F. D. Brower, G. H. Carman, Dallas Brower, Charles D. Combs, George D. Horton and Robert Graef.

St. Joseph's (R. C.), Hewlett

St. Joseph's Roman Catholic Church at Hewlett is a small frame structure on Broadway, erected in the year 1874. The parishioners number about two hundred. Sunday School services are held in the church. The Rev. John F. Farrell officiates and resides in the parish house on Broadway. A building fund is being raised and it is fervently hoped that a large enough nucleus will be accumulated in the near future with which a modern church and school buildings may be erected on that site.

The present church was considerably damaged by fire when the roof and tower were destroyed last year, but they have been thoroughly repaired since.

The First Congregational Church

The First Congregational Church at Rockaway Beach was founded in the year 1881 at the residence of the late Mrs. Fannie R. Holland, on what is now Holland Avenue, by a number of residents who held weekly meetings for divine services. At that time there was no permanent preacher and addresses were made by visiting ministers. A



REV. JOHN C. GREEN.

meeting was held in the public school-house on December 29, 1885, when it was resolved to formally organize and join the Congregational Denomination. The members then numbered eleven.

The charter members were John J. Jamieson, Mrs. Amelia Jamieson, Mrs. C. Ward, James R. Cruickshank, Mrs. Kate M. Cruickshank, Miss Sarah Belle Cruickshank, Mrs. Angeline Furlong, Mrs. Henrietta Fisk, Mrs. Josie Estelle Persch, Miss Louise Fisk and Miss Edith Ward. John J. Jamieson was moderator and the late Michael P. Holland was secretary. On February 22 of the following year, 1886, the church was admitted to membership and at the end of 1887 work was commenced on a church building, a site for which was presented by Mrs. Fannie R. Holland.

The building cost \$4,000 and was dedicated on February 22, 1888. In 1899 the present site of the church at the Boulevard and Academy Avenue was donated by Mr. and Mrs. John J. Jamieson and the church building was shortly afterwards moved there. The present pastor, Rev. John C. Green, chosen March 26, 1896, devoted himself to his duties and during his ministry the church has made wonderful strides. The building has recently been considerably enlarged, the congregation now number about 500 and the average Sunday school attendance is about 300. A handsome residence for the Pastor is owned by the church and there is no debt on any of the buildings.

The Ladies' Aid Society has been of inestimable value to the congregation. The membership of that society, under the leadership of Mrs. Frances F. Davis, now numbers about 150.

St. Paul's (M. P.), Inwood

The present Methodist Protestant Church of St. Paul, Inwood, was founded in 1879 at the home of Henry Wanser of Inwood, when and where the first Divine service was held. After religious services a meeting was held by the twenty-two members present, who then formed the local church body.

The original twenty-two charter members were: David H. Merritt, Sarah M. Merritt, John H. Abrams, Samuel Wanser, Freeman C. Bowker, Frances Bowker, Samuel J. Horton, Henry Wanser, Sarah Wanser, Isaac Wanser, Henry Abrams, Hiram Abrams, Elizabeth Wanser, Smith Mott, Harriet Mott, Lucinda Sprague, Charles A. Wanser, Morris Hicks, Hope Hendrickson, Adelia Abrams, Jarvis Hicks and Charles Jones.

The first pastor was the Reverend H. S. Hull.

At that time services were conducted in the various homes of the worshippers, but in the fall of 1879 the first church building was erected at the corner of Lord and Redwood avenues and opened on December 12th, 1879.

This building was used for a number of years, during which the congregation grew steadily in numbers and in faith so that eventually the original accommodations were insufficient for the needs of the worshippers. Then it was that the old building was moved and

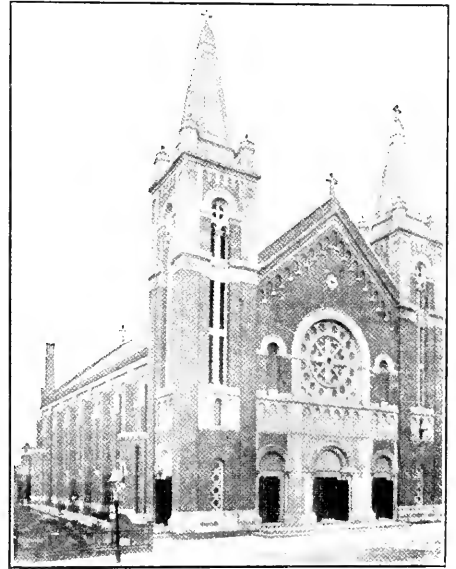
the present handsome structure, with the old building as a nucleus, erected, with a seating capacity for about 600 persons.

The growth of Inwood has necessitated more additions and improvements and a Sunday School accommodating 500 children has been erected, adjoining the church, with a frontage to Lord avenue. The present Sunday School attendance is about 400 and the church congregation consists of 222 members and their families.

The present parson is Rev. Roby F. Day. The church property, which includes the parsonage, is valued today at \$30,000.

St. Rose of Lima, Rockaway Beach

The parish of St. Rose of Lima, Rockaway Beach, was established on August 30th, 1886, when Bishop Loughlin dedicated the first Roman Catholic church there to the service of God.



ST. ROSE OF LIMA CHURCH.

Before the year 1884 Catholics attended mass at Far Rockaway. In that year Father Farley of St. Monica's Church, Jamaica, celebrated mass at various places at the beach, first at Datz's Hotel, then at Curley's Hotel, next at the old schoolhouse. Residents were anxious to have a local church and the first contribution of \$150 towards a building fund was donated by Seraphina Magliola. This was quickly

followed by other amounts, and sufficient money was raised to buy two lots on North Fairview Avenue and build the first church.

The first resident pastor, in 1886, was the Rev. E. J. Connell, who caused the rectory to be built. He was succeeded by the Rev. Thomas F. Horan as acting pastor until the arrival of the Rev.



ST. VIRGILIUS MISSION, BROAD CHANNEL.

Thomas J. McCaffrey, who continued the improvement of the church property, secured additional ground, and his death on September 9, 1900, was sincerely mourned.

The next pastor was the Rev. Henry F. Murray, now pastor of St. Mary's, Bensonhurst. The increase of the Cath-

olic population during the first six years of his pastorate was so great that a new church was an imperative necessity. The cornerstone was laid July 1, 1906, and Bishop McDonnell pontificated at the dedicatory services September 27, 1907. It is a magnificent, fireproof building of brick, stone and steel, with a seating capacity of over a thousand, and with three marble altars, a marble altar rail, marble statuary and all other accessories, all gifts from parishioners.

St. Rose of Lima is the mother church of the Seaside church of St. Camillus, the mission of St. Virgilius at Broad Channel, and St. Francis de Sales' Church at Rockaway Park, to whose building St. Rose's congregation contributed \$1,100.

On Father Murray's transfer to the city he was succeeded by the Rev. James J. Bennett, the present pastor.

St. Camillus, Seaside

The Roman Catholic Church of St. Camillus de Lellis was established as a mission from St. Rose of Lima Church, Rockaway Beach, by Rev. Henry F. Murray in 1909. In January, 1912, Rev. Joseph P. Brady was appointed the first resident pastor and St. Camillus was established as a separate parish. Father Brady is still the present rector.



CHURCH OF ST. FRANCIS DE SALES, BELLE HARBOR.

St. Francis de Sales, Belle Harbor

The parish of St. Francis de Sales, Belle Harbor, which includes Belle Harbor, Rockaway Park and Neponsit, was formerly a mission attended from Hammels, Rockaway Beach, and in July, 1906, this newly developed residential section was organized into an independent parish under the Rev. Francis J. McMurray as first pastor. During the first year he celebrated Mass in the gymnasium of St. Malachy's Home, but Father McMurray soon secured fifteen lots desirably located in Belle Harbor, five of which were donated by the West Rockaway Land Company. Ground was broken for the church and rectory on December 8, and the cornerstone of the new church was laid by Vicar General McNamara on Sunday, May 19, 1907. The Very Rev. Dean Farrell of Far Rockaway preached the sermon.

Work was pushed so rapidly that the church was ready for dedication Sunday, July 21, when the Rt. Rev. Bishop officiated, the Rt. Rev. Chancellor Mundelein, now archbishop of Chicago, being celebrant of the Mass, assisted by the Rev. Henry F. Murray as deacon and the Rev. John J. O'Brien of New York as sub-deacon. The preacher on the occasion was the Very Rev. Mons. James J. Coan.

As the number of the parishioners rapidly increased they desired a parish school, and as a nucleus for a school fund Robert J. Cuddihy, Edward Wren and Charles Troutman each contributed \$500. Seven additional lots adjoining the church property were secured at a cost of \$9,900, and ground was broken for a school and convent in March, 1913, and they were ready for occupancy and were dedicated by the Right Reverend Bishop on October 28, the same year. The school is a fireproof structure and is thoroughly equipped and in charge of sixteen Sisters of St. Joseph. It has been most successful during its brief existence and reflects credit on both teachers and pupils.

Father McMurray was succeeded by Rev. James M. Foran, the present pastor, in 1916.

Our Lady of Good Counsel (R. C.), Inwood

On Sunday, June 11th, 1905, the Rev. Herbert F. Farrell, rector of St. Mary Star-of-the-Sea, Far Rockaway, an-

nounced that he had secured a store in the Schoolbred Building, Inwood, where he proposed to start a Sunday School and Settlement for the Italian children of that section. The Sunday School was opened that day and Catechism was taught every Sunday thereafter and sewing every Saturday morning for about two years. The Settlement was then transferred to a house owned by Michael O'Rourke, more centrally located, where the work continued until 1909. In that year Father Farrell purchased six lots on Henry and Madison streets, and erected a Chapel thereon, using as far as possible all the brick and lumber taken from the first Roman Catholic Church in Far Rockaway. The first mass was celebrated in the Chapel on Christmas morning, the celebrant being Rev. Luigi Salamoni, S. M. M., who was intrusted with the care of the mission until the following July.

On April 26, 1910, the Chapel was dedicated by Rt. Rev. Charles E. McDonnell, D. D., under the title of Our Mother of Good Counsel. There being no parochial residence for the priest, the Rev. Luigi Salamoni and Rev. John J. Mahon each resided with Michael O'Rourke until the present rectory was secured in September, 1911.

On July 28, 1910, the present rector, John J. Mahon, was appointed first rector of the newly formed parish.

The property consisted of six lots, on Henry and Madison streets, with a small Chapel erected thereon at a cost of \$3,000. A mortgage for same had been secured but was liquidated during the year 1912.

In the spring of 1911, another mortgage of \$6,000 was secured to pay for certain lots, bounded by Wanser avenue and Henry and Madison streets, purchased from the Horton Estate on March 30, 1911, for the sum of \$7,500. This mortgage was paid off in 1912. In the meantime, Edward J. Loughman of Lawrence presented the parish with a furnished rectory valued at \$10,000. The building had to be removed from Central and Lawrence avenues to its present site, and the moving of this big house occasioned considerable interest and admiration. A small portion of the rear, used as a laundry, had to be left behind, owing to the narrowness of the streets. Up to this time, the par-

ishioners had no special place to hold meetings, sociables, lectures, etc., and a decided want was happily gratified when the spacious and beautiful residence was set on its new foundation and thoroughly renovated. Thereafter it served not merely as a parochial residence, but also as an assemblage place for the promotion of various church activities.

Already the Inwood parish had grown to such proportions that the little Chapel on Henry street became entirely inadequate to accomodate the people. During the winter of 1914, steps were taken to prepare for the erection of a new church building. The digging for the foundation was done almost entirely gratis by loyal parishioners. The actual work of construction was begun early in August, and completed shortly before Christmas, at a cost of \$24,000.

The installing of altars, pews, stained glass windows, organ and other furnishings remained to be done and it was deemed advisable to await the arrival of spring before dedicating the church to Divine service.

In compliance with the bishop's mandate, the parish was incorporated April 8, 1914, under the title of "The Roman Catholic Church of Our Lady of Good Counsel, at Inwood, in the County of Nassau, in the State of New York," with the following officers: Rt. Rev. Charles E. McDonnell, D. D., president; Rt. Rev. Mgr. George Kauptert, V. G., vice-president; Rev. John J. Mahon, treasurer and rector; Edward J. Loughman, and Timothy D. Mulcahy, lay trustees.

The building up of the spirit in the lives of the people during the past five years has been the chief work in process since the inception of the parish. Difficulties untold, privations, discouragements and even hostility were met. On the other hand, there will be found few places where a larger amount of goodwill, co-operation, zeal and sacrifice have been displayed, although the people of the locality are not favored with a superfluity of worldly possessions and the population of Inwood consists in the majority of Albano-Italians, who number at least 1,000 of the present congregation of 1,800 Roman Catholics. There were originally only fifteen families of American origin.

The church settlement school for Italian children at St. George's place is doing excellent work under the superintendency of Miss Irene Slachta. The usual church societies have strong branches at Good Counsel Church, and have done much to live down and overcome the former unenviable reputation possessed by the village.

St. Joachim's, Cedarhurst

The first church built in Cedarhurst was in 1899, when St. Joachim's Roman Catholic Church was erected and consecrated. The building stood on the site of the present structure and was at first a branch of St. Joseph's parish church at Hewlett. Cedarhurst was afterwards made a separate parish. During a violent thunderstorm about ten years ago the church was struck by a bolt and caught fire. It was totally destroyed and the parish house adjoining was considerably damaged. The present handsome structure was erected a few months later, the funds having been raised by parishioners. The present church seats six hundred persons. The rector is the Rev. Henry C. Jordan.

The Cedarhurst parochial school was erected in 1916 on land opposite the church. It is a fine looking terra cotta brick and stone structure, three stories high, and is under the direction of the Sisters of St. Joseph, four of whom, aided by two lay sisters, instruct the two hundred pupils daily.

German Evangelical Church

The First German Evangelical Church at Far Rockaway was organized in that village on January 24th, 1909, by a small congregation, who worshipped at Hope Mission on Mott avenue. The first pastor, the Rev. Paul A. Hopf, was elected on February 21st of the same year. Shortly afterwards a small chapel was built on Carlton and John streets, Far Rockaway, where services were held until June, 1910. In that year the Presbyterian Church on Central avenue, vacated by that body when the Russell Sage Memorial was built, was purchased. The present pastor, Rev. John G. Bosshart, preaches to a large and devout flock. The Ladies' Aid Society has been especially helpful in the good work of the church, which also maintains a Sunday School.

Christian Science

A society supporting the practice and teachings of Christian Science was organized at Far Rockaway in August, 1915, and up to April 1st, 1916, held regular services at the Christian Science rooms in the Willett Building on Sunday mornings and Wednesday evenings. Since that date services have been held at the Masonic Temple. The membership is steadily increasing and the body, which is now known as the First Church of Christ, Scientist, has numerous and enthusiastic workers and worshippers, among whom are prominent residents of every part of the peninsula.

Beth Israel, Rockaway Beach

The Temple Israel now at Fairview avenue, Hammel, Rockaway Beach, was organized as the congregation Beth Israel on September 15th, 1896. Up to the year 1893 Hebrews residing at Rockaway Beach went to Brooklyn or New York to attend religious services, but in the fall of that year, at the suggestion of Joseph Gottlieb, a number of local Hebrews arranged to hold their religious services together at Hammel. Through the kindness of Max Lewy, one of the prime movers, a dining room of his hotel was utilized by the small band of worshippers, some of whom at times conducted the services which at other times were ministered to by visiting Cantors. Matters progressed in that manner for about three years, when Mr. Lewy moved to the Atlantic Park Hotel and provided room for the worshippers there.

It was at that place that the congregation was organized with ten members, as follows: Joseph Gottlieb, Max Lewy, Alex Weiner, Max Abrahams, S. Weisskopf, Jacob Kohn, Benjamin B. Lechtman, Bernard Edelstein, Simon Simon and Morris Langensen.

From that time the congregation grew steadily and the building of a Synagogue was projected. Lots were acquired on Fairview avenue and a cornerstone laid in 1900. A public subscription list was opened and freely contributed to by local Jews and Gentiles, and the present structure was built and opened with religious services on Sunday, June 24, 1900. Children's religious school services were

then held in private homes, first at Joseph Gottlieb's, then at Lechtman's laundry building and later at I. Franklin's house. After that the basement of the church was made into the present children's school. There are now eighty members and their families in the congregation, which is led by Rabbi H. Germansky.

The officers of the congregation are S. Weisskopf, president; H. Weiner, vice-president; Emil Rothschild, treasurer; Arnold Wetzler, recording secretary, and Henry Shalin, financial secretary.

The trustees for 1918 are: Dr. E. L. Friedman, M. Berkowitz and Alex. Wiener.

Derech Emunoh, Arverne

The Hebrew Synagogue at Arverne, known as the Congregation Derech Emunoh, or the Road to Faith, was erected at the corner of Ocean and Vernam Avenues in the year 1905 A. D. (5666 Hebrew style). The structure, which is of handsome and lofty design, cost \$36,000 to build and has seating capacity for about 600 persons. The Rabbi is Rev. Hyman Meyer of Arverne and the teaching of the orthodox faith is extended to a religious school also conducted by the congregation.

The cornerstone has just been laid for the Hyman Memorial adjoining the synagogue, with a frontage of Vernam Avenue. The memorial will be a social centre as well as religious school and is to be erected in memory of the late Samuel I. Hyman of Arverne, at an estimated cost of \$25,000. There is no debt on any of the property of the congregation, the officers of which are: Samuel I. Unterberg, president; Samuel Bayer, vice-president; Elias Surut, treasurer, and Victor Friedman, honorary secretary.

Temple Israel, Far Rockaway

The Temple Israel, Far Rockaway, was organized as a Reform Hebrew synagogue about ten years ago, and has made great strides since. The first meeting place of a handful of devout Jews was in the Horton Building. When the Masonic Temple was erected a move was made there. The cornerstone of the present handsome temple, at the

corner of State and Roanoke Streets, was laid in 1908, and the building, which has a seating capacity for about 600 persons, was completed and dedicated in July, 1911. The congregation now consists of 183 members and their families, and a religious school, with 227 pupils, is conducted in connection with the synagogue.

The Women's Auxiliary is of great value and assistance in the conduct of the affairs of the congregation, and its members have done splendid work in the establishment of the Children's Haven at Hollywood Avenue, Far Rockaway.

Rabbi Isaac Landman is the present rabbi and the officers of the congregation are: Joseph Fried, president; William Rosenbaum and Benjamin Beit, vice-presidents; Saul L. Migel, treasurer, and E. Louis Jacobs, secretary. In addition to the foregoing gentlemen, Philip N. Aronson, Adolph Elsas, S. J. Steiner and David Goodman are trustees.

Congregation Shaaray Tefila

The growth of the orthodox Jewish Synagogue called Congregation Shaaray Tefila, Gates of Prayer, at Far Rockaway, has been remarkably rapid and is evidenced in various fields of activity and advancement.

The Synagogue was formed in 1910 by ten men, who first held services in the hall of the Horton Building (now Teddy's). The first board of officers consisted of Maurice Cohen, president; I. Lidz, vice-president; Max Rubin, treasurer; Cecil B. Ruskay, secretary, and A. Seidt, Maurice Cohen, Max Rubin, I. Lidz and H. Lesser, trustees.

A move was made to the Masonic Temple in 1913, where services were

held and in which a rapidly increasing congregation took part.

In 1911 the Congregation requested Dr. Benjamin A. Lichter, of Pittsburgh, to become their Rabbi, and in February, 1912, Rabbi Lichter accepted and became their minister. The Congregation



DR. BENJAMIN A. LICHTER.

was incorporated on May 24th, 1914, and at once set about providing funds to build the present handsome and commodious building on Central avenue, which has seating capacity for 500 persons, and was completed, dedicated and occupied in September, 1915. The structure and site cost \$47,000 and is owned by the Congregation. The present officers are: I. Lidz, president; Max Rubin, vice-president and treasurer; Cecil B. Ruskay, secretary; A. Seidt, treasurer of building fund; Benjamin C. Shapiro, financial secretary, and Max Rubin, Max Goodman, J. Stone, A. Seidt, H. L. Simmons, Julius Lichter, I. Lidz and I. Ginsberg.

The Congregation now numbers upwards of 350 persons and its work is greatly assisted by the Sisterhood Gates of Prayer and the Junior Congregation.

CEMETERIES

THE burying grounds in the Rockaways are not numerous. The cemeteries at Lawrence and Hewlett are the last resting places of many whose names are recorded by past events of local importance, and of many whose descendants and relatives are living here and actively doing their duty in that state of life unto which it has pleased God to call them.

The old Cornell burying ground in Far Rockaway is of especial interest. It contains the bodies of most of the first white settlers here. The plot is peacefully secluded and lies between the rear of the cable building on Grandview avenue and a residence fronting Greenwood avenue, 100 feet from Rue de St. Felix. The size of the plot is 75 feet by 70 feet. It is railed in on all

sides by a good iron rail fence and sheltered and shaded by well grown and ancient pine trees. Many of the Cornells mentioned in this book lie buried in this half-hidden God's acre, the existence of which is unknown to many Rockaway residents who regularly pass in the neighborhood.

Several of the old stones still stand and bear record of lives that are passed, but many more, which had become undecipherable through age, were buried in the ground some years ago when the fence was erected.

Inscriptions on some of the stones still standing state the following facts:

To the Memory
of
THOMAS CORNELL, ESQ.,
His weeping widow erects this monument of her affection and his age.
Born the 28th of July 1703.
Died the 24th of March 1764.
What he was to the Poor and to the Public the last of which he served
27 years in the General Assembly of New York, is engraved on tablets more enduring than this stone.

"Here lyes the body of Abigail Cornell who departed this life April 20th day 1762 in the 57 year of her age."

"Jane McPherson, Died August 5th, 1816. Age 33 years."

"Benjamin Cornell, died June 8th, 1821. Age 71 years 25 days."

"Rebecca H. Lockwood, wife of Dr. Ebenezer Lockwood, only child of Benjamin and Abigail H. Cornell.
Died October 20th, 1807.
Age 23 years 6 months."

"Ebenezer Lockwood, Died July 5th, 1813. Age 40 years, 1 month, 2 days."

"Henry Foster and Gloriana, his wife.
He was born July 8, 1718,
Died June 1768.
She was born August 26th, 1721.
Died April 25, 1797."

Numerous skeletons have been dug up at various times and places in the peninsula, and some of them have been

adjudged to be those of Indians, notably those found in Bayswater section and near Lawrence Station about thirty years ago.

There is a small burying ground on West Broadway at Cedarhurst, near Madison avenue, where several headstones bearing the name of Mott are within a few feet of the sidewalk and entirely unprotected.

The Victims of the Mexico and Bristol

The cemetery of the old "sandhole" church at Lynbrook, as the Methodist church which once stood there was called, contains the bodies of 120 of the victims of two emigrant ships, the "Mexico" and the "Bristol," which were wrecked on the Rockaway shores eighty years ago.

The bodies are buried in one large grave, called the mariners' plot, 35 feet by 161 feet, and lie side by side in two long rows. Mr. Wright of Woodmere, now 90 years old, told the writer he was present at the interment of 43 of the victims of the Mexico, whose bodies were interred a few weeks after those of the 77 victims of the Bristol, and he vividly recalls the memory of the large number of pine box coffins, the crowds of people and the eloquent funeral sermon.

The plot is marked by a marble monument about twelve feet high and four feet square at the base, which bears inscriptions telling the sad story. The grave and monument were partly paid for by money found in belts on some of the unclaimed bodies, and partly by donations. The inscriptions read as follows:

On the front side is the following: "To the memory of 77 persons, chiefly emigrants from England and Ireland, being the only remains of 100 souls, composing the passengers and crew of the American ship 'Bristol,' Captain McKeown, wrecked on Far Rockaway beach November 21st, 1836."

On the second side: "To commemorate the melancholy fate of the unfortunate sufferers belonging to the 'Bristol' and 'Mexico' this monument was erected; partly by the money found upon their persons and partly by the contributions of the benevolent and humane in the county of Queens."

On the third side: "To the memory of sixty-two persons, chiefly emigrants from England and Ireland; being the only remains of 115 souls forming the passengers and crew of the American Barque 'Mexico,' Captain Winston, wrecked on Hempstead beach January 2nd, 1837.

"In this grave, from the wide ocean,
doth sleep

The bodies of those that had crossed
the deep;

And instead of being landed safe, on
the shore,

In a cold frosty night they all were no
more."

On the fourth side: "All the bodies of the 'Bristol' and 'Mexico' recovered from the ocean and decently interred near this spot; were followed to the grave by a large concourse of citizens and strangers, and an address delivered suited to the occasion from these words: 'Lord save us, we perish.' Matth."

The writer has gathered some details of the wrecks from various sources published at that time or shortly afterwards. The frozen bodies washed up from the wreck of the Bristol were temporarily laid, as they were recovered, at the plot of ground corner of Broadway and Cornaga avenue, Far Rockaway, where Wynn's stables now are. Some were identified and claimed by relatives or friends and the others later buried with proper respect and the funeral cortege was followed by nearly all the residents to Lynbrook.

The Bristol was an American ship, nearly new, manned by a crew of sixteen officers and men, and having one hundred passengers, about ninety of whom were in the steerage. She sailed from Liverpool October 16th, 1836, and arrived off Sandy Hook November 20th. Not succeeding in obtaining a pilot she was driven on the 21st by a violent gale,

upon the Rockaway shoals, a few miles west of the Marine Pavilion, and a half mile from the shore. The roughness of the sea by the continuance of the gale rendered it impracticable to afford any assistance from the shore until after midnight of the 22nd, when a boat from the shore succeeded at imminent peril in rescuing thirty-two individuals from a watery grave. The other eighty-four, three of whom were cabin passengers and the others emigrants and seamen, perished.

The Mexico was an American barque of 300 tons, manned by a crew of twelve men, including officers, and having on board 112 steerage passengers, as ascertained from her papers certified by the collector at Liverpool. She left Liverpool October 23rd, 1836, only a week after the Bristol, but did not arrive off the Hook until the 31st of December. Not being able to find a pilot she stood off to sea; but on returning to the Hook on the 2nd of January, 1837, and attempting to enter the bay, she was driven on Hempstead beach, about ten miles east of the spot where the Bristol had been wrecked. The weather being extremely cold, and the waves constantly breaking over the ship, most of the passengers and crew perished in the succeeding night. On the following day a boat, in charge of Raynor Smith, set out from the shore and succeeded in reaching the vessel and rescued the captain, four passengers and three of the crew, who dropped from the bowsprit. The boat was unable to return and the few survivors were necessarily left to their fate. The whole number that perished was 116. On the 11th of January forty-three bodies were buried at the place where the monument is erected and several others that were afterwards recovered. A few of the bodies were recognized and taken for burial elsewhere.

JAMAICA BAY AND ITS FISHERIES

JAMAICA BAY, which washes the northern shore of the peninsula, is thickly interspersed with islands. Most of these islands are simply hassocks or sand bars, completely submerged at high tide; some are overflowed by the highest tides only, and a

few are composed of dry land. These include Broad Channel, The Raunt, Goose Creek and Barren Island. The sand bars are destitute of vegetation, and those which are at times overflowed produce a coarse grass called sedge.

The Bay is navigable through Broad

and Beach Channels for vessels drawing six or eight feet of water, and through many of the other channels and in its northern portion at high tide by vessels of lighter draft. It is crossed near its middle by the Long Island Railroad trestle, which is built on piles across it, and has drawbridges over two of the principal channels.

This bay has always been a place of resort for procuring clams, crabs and oysters. The first recorded action of the town prohibiting the indiscriminate taking of these shell fish was in 1763. In July of that year the following notice was given:

"Whereas divers persons, without any right or license to do so, have of late, with sloops, boats and other craft, presumed to come into Jamaica Bay and taken, destroyed and carried away quantities of clams, mussels and other fish, to the great damage of said town, this is to give warning to all persons who have no right or liberty that they do forbear to commit any such trespass in the bay for the future; otherwise they will be prosecuted at law for the same by Thomas Cornell, Jr., and Waters Smith. By order of the town."

The following is found in the Colonial manuscripts:

"May 31st, 1704, Tunis Johnson, Derick Johnson, Amberman and Derick Longstreet, fishermen, of Flatlands, were brought prisoners to Jamaica for trespassing in Jamaica Bay by fishing with nets without consent of the freeholders. They were let off on their giving a bond for 100 pounds not to do so again. But in May, 1707, Governor Cornbury ordered them to attend him at Rockaway Beach, with their boats and nets, and bid them, when there, to fish and draw their nets. After Cornbury was out of office (May, 1709) the people of Jamaica sued the fishermen for the penalty of their bond which they had forfeited. The prisoners petitioned for a release from their bond."

In 1791 it was "voted that all persons be precluded from coming with boats and pettiaugers in the bay of this town for the purpose of getting clams or oysters, without paying to the commissioners authorized to receive the same the sum of one shilling for every thousand so taken as aforesaid, on pain of paying 40 shillings for each offence." This regulation was re-enacted several

times in subsequent years. At the same town meeting it was "voted that no person or persons other than inhabitants of the township and paying taxes within the same, presume to cut any sedge on the marshes in the bay of this township on the penalty of 40 shillings for each offence."

In 1863 the trustees of the town, for the consideration of six cents, granted to D. H. Waters "the privilege of planting oysters under the waters of Jamaica Bay to the extent of one hundred square yards, under said waters known as Hell Gate Marsh."

At the annual town meeting in 1869 the exclusion of non-residents from the fisheries in the bay was recommended, and at the town meeting in 1871 the trustees were instructed to remove all stakes or other obstructions illegally standing in the waters of the bay, or in the marshes thereof.

In 1871 an act was passed by the Legislature authorizing the board of auditors to lease to actual residents of the town, on certain prescribed conditions, portions of land under the waters of the bay for planting oysters, and prescribing penalties for any trespass on the lands so leased.

In 1875 a vote on the question of these leases was taken by ballot, resulting as follows: "For granting exclusive privileges in the waters of Jamaica Bay, 167; against the same, 808." Notwithstanding this emphatic protest of the people, lessees are still in the enjoyment of the rights they acquired under the law.

The following appeared in the New York Mercury of January 27th, 1754: "Last Monday morning, the weather being uncommonly pleasant and warm, many people were induced to go into Jamaica Bay for oysters and clams, etc.; but about noon such a severe gale of wind arose from the northwest, with a sudden change from warm to cold, as was scarce ever known here, when all the small craft put off to gain the shore in the best manner they could. A number of canoes and pettiaugers came on shore at a point of meadow south of Jamaica, and with the utmost difficulty the people belonging to them traveled up to a house two miles from the place of landing. All got safe to the house, though much benumbed and several speechless, except Daniel Smith, a

young man, who perished on the meadows a half mile from the house, his companions not being able to help him any further, having dragged him a mile after he lost the use of his feet. The same day the crews of two canoes in Jamaica Bay, consisting of eight people from Newtown, not returning at night were sought for next day, but the ice being so thick it was impracticable to go far in quest of them until Friday, when one canoe was found driven on an island of sedge, in which were found the bodies of Samuel Leveridge, Amos Roberts, William Salier, and Thomas Morrel, alias Salier, all frozen to death, the steerman sitting in an erect posture at the helm. The three former were married men, leaving distressed families behind them. Today another canoe was seen but could not be come at by reason of the ice, in which, it is supposed, are the other four missing persons, one white man and four valuable negroes."

At the present day there are more anglers at leisure than fishermen for profit on the bay. While several hundreds of men gain a livelihood by the lure of the rod and line, the net, and breeding oysters and digging clams, many thousands who come and go hire

boats from one or other of the innumerable docks along the bay, and so pass the time. In the summer months the bay is dotted with boats of all sizes; the old flat-bottomed rowing punt, the swiftly flying cat boat, the small, noisy single engine motor boat, the luxurious modern motor launch fitted with cabin and rest rooms, houseboats, heavy rigged sailing dories, motor ferry boats and large excursion steamers accommodating several thousand passengers.

The villages of Broad Channel, The Raunt and Goose Creek are now popular and thriving villages and well-known summer resorts, accommodating many thousands of persons in the summer time. There is also a considerable permanent year-round population. Thousands of pleasure boats are owned and rented out from these three resorts alone and the excellent fishing available attracts an ever increasing number of enthusiastic followers of Isaac Walton, who meditate on the philosophy of life and other and lighter themes, while awaiting the not infrequent tugs which give promise of the landing of scaly victims. Many residents eke out a livelihood by digging for clams and oysters and afterwards vending them.



FAR ROCKAWAY FROM THE OCEAN FRONT.

HISTORIES OF THE VILLAGES

WOODMERE AND HEWLETT

THE villages of Hewlett and Woodmere at the north-easterly end of the Rockaway peninsula have interests in common and might well form a single village.

Each possesses a separate post office and railroad station—these being the only signs of civic individuality. The stores of both villages form a continuous line in Broadway, the main street, and the Town of Hempstead, within whose corporate limits the villages are, assesses the villages together as one school district.

The writer has been unable to discover any mention of Hewlett as a community before the advent of the railroad in 1869. Up to that time and for many years before a few farmers lived there and the entire section down to the ocean was known as Rockaway. For several generations several farms in the locality had been owned by persons bearing the name of Hewlett. The earliest mention of Hewlett in the Rockaways is on the records of the Town of Hempstead which tells us that on January 2, 1718, George Heulitt of Hemstead, a husbandman conveyed to his grandson John Heulitt a house and land containing 50 acres and other meadow and wood land on west side of Rockaway, known by the name "George Heulitt's poyn't."

A church, an inn and a country store existed, but residents were stirred from their lives of peace and quiet when steam trains put in an appearance. A stop was made and the station received the name of Hewlett, after the leading family.

About the year 1893, for some unexplained reason, the name of the station was changed to Fenhurst. Residents objected to this name as being likely to give visitors a poor impression of the place and the name was again changed to Hewlett. On June 21, 1897, Augustus J. Hewlett gave to the Long Island Railroad Company "a strip of land 31 feet

wide running from the present station to Trinity Churchyard, on condition that the station shall be for ever named and known as Hewlett."

The history of the picturesque Trinity Church, and that of all other churches in the Rockaways, will be found in detail in the special chapter in this book devoted to the history of local churches.

There is a large private school for girls and many fine residences in the village of Hewlett and one of the best known steeplechase courses in the country, which every year attracts leaders in the world of sport and fashion. The course is known as Hewlett Bay Park and owes its existence to the efforts of Carleton Macy who conceived the idea of laying out the present beautiful course. This gentleman acquired large holdings to the east of the main road and is mainly responsible for the high class and picturesque development which has taken place.

The estimated population of Hewlett is 1,000 souls.

Considerable local pride is taken in the well equipped Hewlett Volunteer Fire Department, which has rendered good service in the community. Its officers are: President, William H. E. Jay; Chief, John Keating; Secretary, Lewis Muldoon; Treasurer, J. H. Howe. The equipment is thoroughly modern and consists of a powerful motor pumping engine and hook and ladder apparatus which are kept in the Hewlett fire house.

The assessable value of Woodmere and Hewlett is \$3,344,000.00, but to this sum must be added the assessable value of the incorporated village of Woodsburgh, which is \$651,370.00. The village of Woodsburgh is a small exclusive colony, being that part of the old village proper which is nearest Woodmere Bay and was incorporated a few years ago by the thirty or forty owners of fine residences there in order that they might not be assessed in the Woodmere-Hewlett dis-

trict. In this way the old name of Woodsburch is used by one of the most recent developments. An old landmark is the building standing at the corner of Broadway and Franklin avenue. This was formerly the only store between Jennings corner and East Rockaway. It was first used as a regular country store by Richard Hewlett and later by Frank H. Weyant, father of David Weyant, president of the village of Cedarhurst.

The oyster and clam beds in Hewlett and Woodmere Bays, which have for many years furnished the famous delicious bivalves, the Woodmere oysters, and incidentally provided a good means of livelihood for many persons, are showing signs of decadence. "Eel" grass has begun to grow on the floor of the bay.

Hewlett has three churches used also by residents of Woodmere. They are Trinity (Protestant Episcopal), St. Joseph's (Roman Catholic) and the Methodist Episcopal.

There is no police force in Hewlett. The streets are cleaned by the local improvement Society. The cesspool system of drainage, called by some the "subsoil drainage system," is employed in Hewlett and Woodmere alike.

Fifty years ago the present beautiful village of Woodmere consisted of about half a dozen farms, most of whose owners or tenants eked out a moderate living

from the sale of the products of the meadow and marsh lands. It was then called in the neighborhood Brower's (or Brewer's) Point. In place of the high class suburban development Woodmere now is, having in its environs some very picturesque and costly residences, the section was a rural part of Far Rockaway, and then in the County of Queens. It was reached by a roughly-made road, the present Broadway, leading from Valley Stream to the Far Rockaway Beach, and by the old Jamaica turnpike which joined the other road in the present village of Lawrence. At the junction of these two roads was the famous Jennings corner, a general store and the first Far Rockaway post office. Mail for residents of every part of the Rockaways was left at Jennings corner to be called for and numerous old residents distinctly recall the days when they went to Jennings corner, not only to get their mail but to play the then regular game of "forty fives" and to get a drink of gin and sugar—which was also regular.

The residents between the Rockaway Turnpike and Hewlett, half a century ago, consisted of Cornelius Vandewater, Warren De Mott, John W. De Mott, Nathaniel Pearsall, Ebenezer Carman, Abram Lawrence, George M. Hewlett, John Hitchcock, William Doughty, David Andrews, James H. Jennings, Gilbert Craft, Stephen Carman, Mott Pettit, Mi-



WOODMERE RAILROAD STATION AND APPROACH.

cajah Pettit, John C. Hicks and Charles Hicks, Treadwell Hewlett, Venus Lawrence, William Chichester, Daniel D. Lord, George T. Hewlett, Robert Carman, John R. Hicks, Abraham Hewlett, John Lott, Charles McNeill.

Modern developments left Brower's Point practically untouched until the coming of the railroad and the real estate developer. In 1868 the South Side Railroad Company of Long Island commenced construction of a branch line

the suggestion of the post office authorities who often confused with the section mail directed to residents of Woodsburgh, N. Y., and Woodbury, L. I. The local post office was in Koch's Drug Store.

After the death of Samuel Wood in 1878 his estate passed into the hands of Abraham Hewlett, and Woodsburgh developed gradually. The interests of the various owners were represented by the Woodmere Land Improvement Company in the management of which Divine



SAILING ON WOODMERE BAY.

from Valley Stream to Far Rockaway, which it completed and over which it operated steam trains in 1869. The present station was located at Brower's Point on land given for the purpose by Samuel Wood. At that time the name of the place was changed to Woodsburgh, after the owner of the entire section, Samuel Wood, whose hobby and pride it was to possess his own little town. Wood was a retired importer, in which business he had amassed a fortune. He bought up all the farms in the vicinity, which he called Woodsburgh.

About the time of the railroad coming through Wood caused to be built the famous Woodsburgh Pavilion Hotel which became a resort of wealthy and fashionable persons. This hotel faced the present Broadway and Woodsburgh Boulevard. It accommodated 500 guests, and to build and furnish cost the sum of \$400,000. Contemporaneously with its construction some very fine residences were built and "high life" was the order of the day. The needs of retinues of servants brought by the fashionable visitors created business in the vicinity and stores were established to cater to their wants. A separate post office district was created for the village, which again changed its name from Woodsburgh to Woodmere. This change was made at



DIVINE HEWLETT.

Hewlett, Thomas W. Martin, Joseph S. Wright, George M. Hewlett, Edward Schenck and Julian T. Davies were active.

The rapid modern building growth of the village is due entirely to Robert L. Burton of New York City, who, in the year 1901 purchased from the Samuel Wood estate, represented by the Woodmere Land Improvement Company, the entire tract of land south of the railroad track, consisting of 200 acres of pleasantly wooded upland and 100 acres of marsh meadow land. The purchase price was \$125,000. In addition to this purchase, Burton immediately acquired land to the north of the railroad track, consisting of about 50 acres of upland and 50 acres of meadow land.

His first step after he acquired title was to tear down the large pavilion hotel which had been closed for about four years. Every residence, excepting only that owned by Divine Hewlett, was either torn down or removed to the easterly end of the village in the section adjoining Hewlett and a new order of things for Woodmere was inaugurated. With strong financial backing and inspired

with a desire to emulate the style of Tuxedo Park and Lenox, in making Woodmere the highest type of restricted suburban residential development, Burton laid out streets, dredged the creeks in Woodmere Bay, built a bridge, laid out tennis courts and golf links, erected a club house and connected gas, water, electric lights and the telephone system. Burton spent more than a million dollars in improvements. Many residences of great architectural beauty were built on portions of the property sold to individuals, and some of the best known people made Woodmere their home. From that time on it filled rapidly, and to-day the permanent population is estimated at about 1,800 persons. This is increased somewhat in the summer months by season visitors.

In 1909 Robert L. Burton sold his entire interest in the section to the Hudson Realty Company, headed by Maximilian Morgenthau, which company has continued to develop and improve it where possible.

The old steam railroad has given place to the excellent express electric train service of the Long Island Railroad Company and the two or three old stores have been succeeded by a village business centre on Broadway which includes the full equipment of a modern business section. The Woodmere Club's golf links are famous throughout New York.

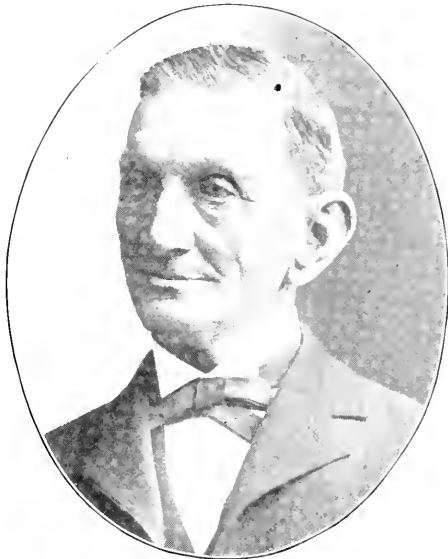
The oldest resident of the Rockaways lives at Woodmere in the person of Joseph Skidmore Wright, father of Mrs. Divine Hewlett of Woodmere Boulevard. The venerable gentleman, who was 90 years of age on November 11th, is in an excellent state of health and, in a conversation with the writer a few days ago, recalled numerous incidents of his boyhood and earlier manhood days, and particularly referred to the funeral and burial at the old Sandhole Church of the 43 victims of the wreck of the Mexico in 1837, at which mournful occasion he was present.

The Woodmere Union Free School, under the direction of the principal, Charles S. Wright, educates about 350 children residing in Woodmere and Hewlett. The grades covered are kindergarten, primary, grammar and high school training. A competent staff of teachers is employed and the fine new brick and terra cotta school now nearing completion will prove a suitable and worthy

home for the excellent standard of teaching.

The school board of the district consists of William H. E. Jay, Dallas Brower, Smith Carman, Garry Brower and Emil Darmstadt.

There is no police force in Woodmere, but uniformed men are employed in some sections as watchmen. There is a well equipped post office, streets are lighted by gas and electricity, and The Woodmere Improvement Society cares for the cleaning of them. The drainage, like that



ROCKAWAY'S OLDEST RESIDENT.
JOSEPH SKIDMORE WRIGHT, AGE 90 YEARS.

of Hewlett, is the "subsoil" or cesspool system. The land is rich and loamy, well wooded and watered.

Woodmere has a fine frontage to the bay of that name and there is good fishing, bathing and anchorage for yachts and motor boats. The air is remarkably fine and invigorating.

Woodmere is efficiently protected against damage by fire by the Woodmere Fire Department. This is a volunteer organization of about eighty members, and is composed of the Woodmere Hose Company, the Empire Hook and Ladder Company and the Empire Hose Company. The two latter companies share the same fire house, which is located on Brower avenue. The entire equipment consists of two modern combination chemical-hose engines, one horse-drawn apparatus and one hook and ladder apparatus, also horse-drawn.

The Department officers are: Clarence Dixon, chief; George Combs, assistant chief, and John J. McCarthy, secretary and treasurer.

The company officers are: Woodmere Hose—C. A. Schiffmacher, president; W. H. Latham, secretary; W. A. Juch, treasurer, and John J. McCarthy, foreman.

Empire Hose Company—Thomas Ward, foreman; Harold Ward, assistant foreman.

Empire Hook and Ladder Company—Henry Hoffman, foreman; Robert Murray, assistant foreman.

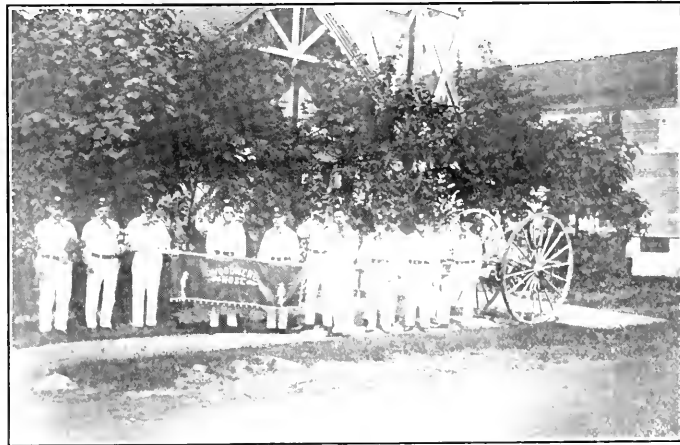
The Woodmere Hose Company owns its fire house building on Franklin place, the entire equipment, and also the enormous fire bell, weighing nearly sixteen hundred pounds, and tower, near the railroad track at Franklin place. This bell was formerly the Far Rockaway fire bell and was purchased by the Woodmere Hose Company from the Far Rockaway Fire Company, when that village was absorbed in Greater New York.

The Woodmere Hose Company No. 1 was permanently organized on October 17th, 1902, at the residence of C. A. Schiffmacher, Sr., and the following were

Hewlett, E. L. Tuthill, Edward L. Mailer and John W. Latham members.

The first apparatus, known as a "jumper," being a two-wheel affair pulled along by members of the company, is shown in the illustration.

Many old Rockaway residents well remember Woodsburgh as the place where they cast their first votes in Town of Hempstead elections. The old Neptune House Hotel, or Woodsburgh House, which formerly stood opposite the large Pavilion Hotel and was where the Gramercy Market now is, was conducted by Martin V. Wood, brother of Samuel Wood, and the votes were "taken" in the hotel. There are numerous interesting and humorous stories of election day incidents in which some of our best known men figured and we reluctantly pass them over, lacking space to devote to their recital. David Felio recalls that a stage started from his place at Seaside, and one year he with four other democrats shared the vehicle with five Rockaway Beach republicans led by Roland Seaman. Other voters were picked up on the way to Woodsburgh and a rest was given to the horses when a stop was made at Far Rockaway. The journey be-



WOODMERE HOSE COMPANY NO. 1.

Left to right: Charles A. Frost, C. A. Schiffmacher, William A. Juch, C. A. Schiffmacher, Jr.; Dr. E. C. Smith, A. Burtis, Edward Rich, Joseph Schiffmacher, William H. Latham, Edward L. Mailer and Warren Brower.

the first officers and charter members: Dr. E. C. Smith, president; Divine Hewlett, vice-president; George H. Schiffmacher, treasurer; P. B. Mott, secretary; C. A. Schiffmacher, Sr., foreman; Charles A. Frost, assistant foreman; and C. A. Schiffmacher, Jr., Joseph L. A. Schiffmacher, Joseph S. Hewlett, Herbert

ing continued and the voting accomplished, many acquaintances were met, greeted and treated and by the time home was reached it could easily be called a "full day."

An old landmark is the oldest house in the place, known as the Brower's Point Homestead, reputed to be built

about 1772 by John Brower, shortly before the Revolutionary War. The house, which stands on East Broadway Woodmere, near Brower avenue, remained in constant possession of the Brower family, who added to the original four-room cottage, until the year 1909, when Seaman Brower sold it to Charles R. Price, an old Woodmere resident, the present owner and occupier. Mr. Price, with praiseworthy purpose, caused the old house to be thoroughly repaired in such a manner that the original framework and characteristics remain unimpaired. Other places of interest in Woodmere are the Keystone Yacht Club on Woodmere Bay, Woodmere Gun Club, the Woodmere Club and golf links.

The Culluloo Monument

An interesting old Woodmere landmark is the Culluloo Monument, which now stands at the junction of Wood and Keene lanes, Woodsburgh.

The following is the inscription on the stone:

"Here lived and died
"Culluloo Telewana, A. D. 1818,

The last of the Rockaway Iroquois Indians, who was personally known to me in my boyhood. I, owning the land, have erected this monument to him and his tribe.

"Abraham Hewlett. 1888."

The facts are that Abraham Hewlett was a boy five years old when Culluloo died and his recollection of the Indian could not have been very distinct. Before he died Mr. Hewlett told relatives that he remembered "Culluloo, the Indian, whom I saw mornings and evenings when he went to and returned from work, that he was very kind and that I last saw him lying dead in a room when several colored men came and carried him away, but where they buried him was never known to me."

Doubts have been expressed as to whether Culluloo was an Indian or a black man. The late Mrs. William J. Kavanagh, a resident of Lawrence for many years, and a well known Indian scholar and literary woman, is authority for the definite statement that he was a negro named Lou and that he was called "Colored Lou." This viewpoint seems very probable. Mr. Hewlett's recollection might easily have been of "Colored Lou" and his kindly thoughts might have in-

spired sentimental reasons for the rest of the inscription. However that may be, there is no room for doubt that the monument does not mark any grave. It first stood on Broadway, but was later moved to its present site.

The Woodmere Country Club

The Woodmere Country Club was organized in 1910 and a well equipped clubhouse was then opened on Club Drive, near the railroad station. The first directors and officers were: George C. DeLacy, president; Watson Vredenburg, vice-president; Clarence G. Gals-ton, treasurer; W. K. McDonald, secretary; Frederick Gurney, James Frank, J. C. Morgenthau and J. Lawrence Phipps.

The club was immediately successful and its accommodations were insufficient



THE FIRST WOODMERE COUNTRY CLUB.

for the needs of the members, so that larger premises became necessary very shortly after the club was incorporated.

The present magnificent clubhouse at Woodsburgh was erected and opened in 1914. The building is well equipped and fitted, and its accommodations include dormitories, bowling alleys, billiard and pool rooms, dining room, reception and lounge rooms, ballroom and parlors. There are, also, a beautifully situated 18-hole golf course near the shores of Woodmere Bay, several tennis courts, and a fine open air, salt water bath, making deep and shallow water available for swimmers and bathers.

The membership of the club now numbers about 250 persons, and the present officers are: L. J. Robertson, president; William A. Schutz, vice-president; David A. Ansbacher, treasurer, and I. H. Lehman, secretary.

The Woodmere Private School or Academy on Woodmere Boulevard is an admirable institution, organized five years ago by a number of prominent Woodmere gentlemen. Seventeen pupils were then taught in a house leased for

the purpose, but the accommodations of this building were not sufficient and three years ago the fine structure now used was erected at a cost of \$50,000 and the number of scholars has already increased to about 135.



A BEAUTIFUL VISTA, WOODMERE.

CEDARHURST

CEDARHURST, like other villages in the Rockaway peninsula, owes its modern development to the excellent railroad service. The South Side Railroad Company, in 1869, established a station where the electric power house now stands, on land donated by Thomas E. Marsh, and named the place Ocean Point. The same year Thomas E. Marsh and his brother Samuel A. W. Marsh, who were engaged in the grain business in New York City, went to Ocean Point as developers. Thomas E. Marsh was the active worker. Together they purchased several farms and acquired land extending from West Broadway to Broadway in one direction and from the Woodsburgh boundary at Prospect avenue to the Lawrence boundary at Washington avenue in the other direction. At that time Central avenue did not exist. One of the first improvements was the con-

struction of this important thoroughfare through the extent of the Marsh property, and the value of this work was greatly enhanced by the continuation of the new highway through the adjoining village of Lawrence, which was accomplished in that village by Alfred Lawrence, the owner. Numerous streets were opened and graded and shade trees were planted.

In 1872 another railroad route was constructed from Rockaway Junction at Jamaica to Ocean Point by Oliver Charlick, president of the Long Island Railroad in opposition to the South Side route and the tracks were continued from the village to Far Rockaway parallel with those of the South Side road. This was a shorter route operated through Springfield.

Several houses were then being built by investors at Ocean Point, but in order

to expedite the growth of the place, the Marsh brothers offered all their unsold property south of the railroad tracks, for sale by auction, in small plots, in 1872, and numerous sites were sold to residents of New York. These buyers mostly held the plots for investment and kept them vacant, anticipating a rapid increase in values.

When the Rockaway Hunt Club was formed by Charles Cheever and others in 1884, a post office was established on the club premises and the members

Many new and handsome houses and stores were erected by settlers who sought the blessing of the health-giving atmosphere in a location easy of access to the great city, yet within a few minutes' walk or ride of the glorious ocean beaches and of the bay. The real modern development commenced about that time.

Realizing the need for street improvements the leading residents applied for and obtained a charter and the village was incorporated on September 10th,



TRUSTEES AND OFFICERS OF CEDARHURST VILLAGE.

Left to right: Top row—William D. Reilly, George W. Craft, Albert T. Moon, Lewis M. Raisig, Fred L. Gilbert. Lower row—Arthur M. Lockhart, David H. Weyant and John G. McNicoll.

named it Cedarhurst. The few residents then living in what is now called Cedarhurst obtained their mail from Lawrence Station. In those days the geographical lines of the village of Cedarhurst included the present incorporated village and all the area south of Broadway to the Bay, taking in the present Rockaway Hunting Club. This latter area, however, was taken into the village of Lawrence after that village was incorporated.

The Town of Hempstead built the present handsome public school house for the use of children of Cedarhurst residents and opened it in 1902. The building-up of the village was greatly accelerated when Althause and Smith of Far Rockaway and William L. Kavanagh became selling agents of plots of land.

1910, under the name of the Village of Cedarhurst, whose interests are cared for by three trustees. The first trustees were James H. P. Vandewater, president; Abram Adelberg and John J. Campbell, Sr. Mr. Vandewater died May 8th, 1912, and was succeeded by the present president of the village, David H. Weyant, whose fellow trustees are: John G. McNicoll and Arthur M. Lockhart. The officers of the village are George W. Craft, treasurer; Albert T. Moon, collector; Lewis M. Raisig, clerk; William D. Reilly, highway commissioner; Dr. Robert F. Hutcheson, health officer, and Fred L. Gilbert, village attorney.

One of the earliest improvements prior to incorporation had been installed at the instance of James H. P. Vandewater.

About ten years ago this gentleman, always foremost in works of progress, aided by leading residents, worked for and obtained the establishment of a special lighting district in Cedarhurst.

The first important act of the new village board of trustees was to provide for making, paving and curbing all roads in the village and laying of storm sewers. The credit of the village was pledged and secured by bonds given for the purpose and the present excellent condition of the village streets, which are well graded, paved and shaded by fine trees, is a direct result of the incorporation and the progressive spirit of the village governors.

Up to five years ago there were very few houses north of the railroad track. That section, which is bordered on one side by the old Rockaway turnpike, is now known as Cedarhurst Park North. An area of about 100 acres was purchased by Abram Adelberg, who immediately caused the old farm lands to be laid out for a high-class residential building development. Roads were cut through and paved and gas, electric, water and telephone systems were installed. There are now upwards of thirty fine residences built and occupied by their owners. To add to the attractiveness of this section, Mr. Adelberg caused the Cedarhurst Country Club to be erected, and it was opened on June 1st, 1914. It immediately became the centre of social activities and has been the scene of many festive gatherings. When war was declared by this country against Germany, the club was disbanded and Mr. Adelberg placed the handsome, well-equipped and commodious building at the disposal of the United States Government. It has been used as a state armory since. In addition to furnishing the use of the building, Mr. Adelberg also pays for its upkeep and heating, and will do so during the continuance of the war.

Cedarhurst to-day represents the best type of a progressive, thriving village. Excellent and moderate price stores around, a well-equipped picture theatre, hotels, garages, transportation facilities are up-to-date; there is a modern post office (Postmaster John Drum), public and parochial schools, Roman Catholic church (St. Joachim's), and a club house. The population is estimated at 3,500 persons and there is an adequate police force. The Lawrence-Cedarhurst Fire

Department furnishes the village with fire protection for which the trustees pay the firemen the sum of \$1,200 annually. The drainage is by the cesspool system. Streets are well lighted by electricity and traffic rules are properly enforced.

The assessed valuation of the village of Cedarhurst for the year 1917 was \$1,593,225, and the present bonded indebtedness is \$90,000.

Local Landmarks

The most noteworthy landmark in Cedarhurst was the old toll gate and gate house, which was demolished early this year to make way for widening the ancient Rockaway and Jamaica turnpike road. The old toll gate stood opposite Burnside avenue and barred the way of passengers. The last toll gate keeper was Mrs. Frances Pettit, wife of Stephen Pettit, but toll charges over the highway were abolished when the electric trolleys began to run over the road about twenty years ago. At the time, several marshals visited the gate house, opened the gate and fastened the latter back against the walls of the house, forbidding its further use or the charging of tolls. It had been the practice for years to charge



OLD TOLL GATE AND HOUSE.

tolls and many men living to-day remember paying 30 cents to pass and repass through the gate with their vehicles. No charge was made to pedestrians. As an instance of the age of the toll gate we reproduce an entry from the records of the Town of Hempstead in 1766:

Toll Gate.

January ye 16th 1766. Whereas there has been a swinging Gate on the Road that leads to Far Rockaway for some

years past which was put up by the Consent of the Neighbors which of late hath been pulled down they have made application to us Leuit. George Reirson, Cap't John Williams and Peter Titus Com-misinois for to Lay out and Regulate Highways this year and wee having Vewed and examined into the same wee do think fit to allow the same to be put up Againe provided it is kept in good Order. As Witness our hands,
George Reirson, John Williams, Peter Titus.

Another place of interest is a small plot of land on West Broadway near the corner of Madison avenue, once used as a burying ground. The plot is about 60 feet deep by 40 feet front, and contains six headstones recording the burial of

Henry H. Mott and his wife, Mary Bond, Letty Ann Mott, Elkanah and Abigail Mott. The dates inscribed are from 1813 to 1844. One of the stones is near the sidewalk and the plot shows regrettable signs of consistent neglect. The place is in a sad state of repair, and one wonders in passing if there are not some living relatives of the departed, whose pride of race, or respect for the dead, can be awakened to inspire them to make proper and decent repairs.

Dan Hanlon's house on Central avenue is a very old building and parts of it are reputed to have been built more than a century ago.

A more modern landmark is the Cedarhurst Country Club, which no visitor should fail to inspect.

LAWRENCE

THE beautiful village of Lawrence, which deservedly possesses a country-wide reputation as beng a model and exclusive residential village, was first heard of about the year 1870. Up till then, that portion of Rockaway Neck now occupied by the village, consisted of farms and thickly wooded lands sloping on the east to the shores of Woodmere or Brosewere Bay. The opening of the South Side Railroad attracted the attention of many wealthy New York real estate speculators, and Newbold Lawrence and his two brothers, Alfred N. Lawrence and George N. Lawrence, chose this spot as the scene of their investment and operations.

These three men purchased all the farms in the neighborhood and proceeded to lay out the entire section as an exclusive and high class residential district. A railroad station was donated by the Lawrences, located on the property and called Lawrence Station.

The first important improvement undertaken was the cutting through of Lawrence avenue from the station to Broadway and of Central avenue to Far Rockaway. The latter was accomplished with the co-operation of Thomas E. Marsh of Oceanpoint (now Cedarhurst),

and a new highway between Far Rockaway and Woodsburgh was thus formed. It was originally intended for the new Central avenue to be cut right through to Broadway at Hewlett, but a house was built across the proposed new roadway at Irving place, Woodsburgh, and the project became unfeasible.

Suitable lots were parcelled out and offered for sale and wealthy and influential residents of New York admired the fine building sites situated amidst such beautiful surroundings, became purchasers and began to settle in Lawrence. These included Daniel D. Lord, Albon Porter Man, Alexander H. Stevens, Dr. J. Carl Schmuck, William Voss, Harold Herrick, Samuel P. Hinckley, John F. Scott, Samuel L. Rodgers, Frederick A. Marquand, Frank Storrs, George C. Rand, Alfred Neilson, Anson W. Hard, Frederick Pinkus, Russell Sage, Middleton S. Burrill, William A. Hazard, Joseph S. Auerbach, George Hewlett, James R. Keene, Foxhall Keene, McPherson Kennedy, Franklin B. Lord, Dr. Francis W. Murray, Louis Neilson, J. F. Schenck, A. Clifford Tower and Baron Rudolph de Wardener.

Numerous noble and costly mansions were erected and while, in other devel-

opments, the average "lot" was acquired for building purposes, in Lawrence home builders purchased by the acre, although land was held at a high figure. The greatest skill and inventive powers of some of America's most able architects were employed in the erection of buildings worthy of their ideal surroundings and commensurate with the means and needs of their owners. The writer ventures to affirm that there are few communities in America possessing the beauties, conveniences and attractions of this delightfully-situated and exclusively-peopled village.

This development was, of course, gradual and marked by various events of importance. Considerable impetus was given when, in 1884, the Rockaway Steeplechase Association with John D. Cheever of Far Rockaway, president, laid out a fine turf race track, and built a spacious club house on land partly donated and partly purchased from the Ocean Point Company of Cedarhurst. The Steeplechase Association then leased the house they built to the Rockaway Hunt Club. (vide chapter on Rockaway Hunting Club.) The new club brought many prominent and wealthy men into the community and some of them purchased land and built fine homes in the immediate vicinity.

About the same time the southerly section of the village, bordered by the Atlantic Ocean, attracted the attention of other developers, and Rufus W. Leavitt acquired from the Lawrences the property called the Isle of Wight, after the famous English watering place. A large hotel was erected there about the year 1885. This hotel became the fashionable summer resort of artists, sculptors, literary men and dilettanti. Oscar Wilde, the Irish poet, playwright and wit, whose fame was then at its zenith, spent an entire summer at the Isle of Wight Hotel and many times the ample accommodations of this and the Osborne House, another local hotel, could have been utilized. An ocean driveway was built to the beach and storm sewers laid in the principal streets.

To expedite building operations in that section an auction sale was held on the property October 19th, 1889, and an endeavor was made by Mr. Leavitt to divide the property into small plots and sell for the building of private residences only. The sale was not successful. The large

Isle of Wight Hotel was destroyed by fire about the year 1895 and a few years later G. Howland Leavitt foreclosed a mortgage he held on the property, took title and afterwards sold it to a syndicate known as the Lawrence Cedarhurst Company. This company was formed for the purpose of retaining the property as a highly restricted section, which it still remains. Lawrence Beach, an ideal bathing beach just off shore, is reached by a privately owned ferry boat plying in the summer months from the mainland of the village.

In the meantime, the main section of the village was being built up. Streets were laid out, lighted and sewered, gas and electric service installed and shade trees planted. All these improvements were accomplished by the residents who,



DR. J. CARL SCHMUCK.

in a somewhat informal manner, met, decided upon them and contributed their pro rata shares of the attendant expense. The Lawrence Association was incorporated in August, 1891, by George C. Rand, Franklin B. Lord, Dr. J. Carl Schmuck and others, and at the cost of \$35,000 erected the building used by the Lawrence private school on two acres of land acquired for the purpose. This building also contains the public hall, which in July, 1897, was the scene of a meeting of great importance to the future of the village.

As a result of that meeting a petition for incorporation of the village of Lawrence was presented to the Town of Hempstead, which body granted a village charter. The boundaries of Lawrence village were then defined by the Long Island railroad tracks on the north, Ban-

nister Creek on the south, the Rockaway turnpike on the east and the boundary line of the incorporated village of Far Rockaway at McNeill avenue on the west.

Under the Greater New York City charter, which became effective January, 1898, the city took in as part of the Fifth Ward of the Borough of Queens all the land up to the Lawrence school house, thereby including with the Fifth Ward the village of Inwood and greater part of the village of Lawrence, leaving that village only a small gore piece between the school house and turnpike road.

In 1898 the Doughty bill was passed in the legislature at Albany again taking from the City of New York all of Inwood, and that part of the village of Lawrence which had been included in the Greater New York Act. These were restored to the Town of Hempstead. Lawrence then extended its boundaries and repeated the original boundaries, also including that portion of the village line south of Bannister Creek and west of a line which would be formed by continuing the turnpike road through to the ocean. Several years later the village again extended its boundaries and took in all that territory south of Broadway east of its boundary line to Auerbach Lane and including the land occupied by the Rockaway Hunting Club. Later yet, the village again extended its boundaries east of Rockaway turnpike to the centre of Washington avenue on the east, the Long Island Railroad on the north and Broadway on the south. The foregoing defines the present boundaries of the incorporated village of Lawrence.

When the village was incorporated in July, 1897, the first president was Franklin B. Lord, and the first trustees were George C. Rand and George Hewlett. The first public improvement of the new village was the raising of funds for making, sewerage, curbing and grading the roads, and further beautifying the village. Bonds were issued and the model roads now existing were constructed. It is said that the sum of \$25,000 was expended on the park like approach to the railroad station.

There are several stores and garages at the east end of the village, a bank, a church, a church mission, a well equipped post office and a handsome well arranged building recently constructed for the accommodation of high school and grammar school students at an expense of

\$125,000. There is a court room and lock-up in the village and regular court sittings are presided over by Lewis M. Raisig, Justice of the Peace for the Town of Hempstead.

The system of street lighting is electric and the drainage is the Waring system. The police force is adequate and fire protection is furnished by the Lawrence Cedarhurst Fire Department, to which the village pays the sum of \$2,100 annually.

The present trustees of the village are: Charles C. Adams, president; John J. Wood, Norton Perkins, Joseph Fried and W. Ellsworth Sprague. The officers are: J. Russell Sprague, village justice; Peter B. Olney, Jr., treasurer; Cornelius L. Both, clerk; Henry Worthington, tax collector, and Andrew Peterson, street commissioner. Dr. Edward H. Pershing is health officer.

The estimated population is 1,500 persons.

The assessed valuation of Lawrence for 1917 is \$4,777,036. The present bonded indebtedness is \$240,000.

In all its history Lawrence has been the richest village in point of assessed valuation for population in New York State. One village bond of considerable size was issued by a vote of six qualified voters.

Lawrence possesses the additional interest of claiming the site of the first church ever built on Rockaway Neck. This was in 1831 when McThendre's chapel was built on the site of the present Lawrence Methodist Church on the turnpike road (vide chapter on local churches). The first Rockaway post office was for years located at Jennings house and country store at the junction of the old Indian paths of Broadway and the Jamaica turnpike. Until development of the neighboring and intervening villages, all mail for Far Rockaway residents was delivered from and called for there. In more recent years a fine pleasure grove known as Jennings's Grove was the scene of pleasurable outings enjoyed by thousands of visitors. This grove was on property now owned by Mr. Wicke opposite the old store which has served its usefulness and day as a country store, and is now solely occupied as a private dwelling house by Miss M. L. Jennings.

The oldest and most famous building in the Rockaways, Rock Hall, is in Law-

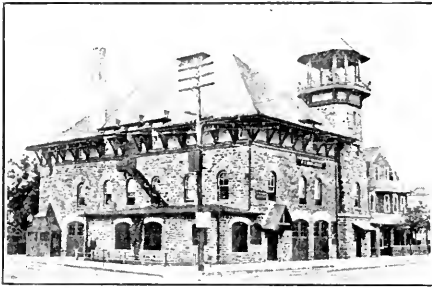
rence. We refer our readers to the special chapter on the history of this old mansion.

Local Places of Interest.

Places of interest in Lawrence include Rock Hall (built in 1768), the Rockaway Hunting Club, Lawrence Beach, Lawrence Private Academy, and the old Jennings Homestead.

Lawrence-Cedarhurst Fire Department

The Washington Hook and Ladder Company of Lawrence, now popularly called the Lawrence-Cedarhurst Fire De-



FIREMEN'S HALL, COURT HOUSE AND BANK
OF LAWRENCE.

partment, was chartered about the year 1883. The first chief, or foreman, was Ebenezer L. Smith.

The company is composed of about one hundred and twenty members, all volunteers, and protects against fire the incorporated villages of Lawrence and Cedarhurst. In addition to its fire duties, the company provides many of the entertainments and social events of the two villages. The large brick building known as Firemen's Hall, valued at \$50,000, is owned by the company and the building serves for headquarters, club rooms, hall and fire house. In addition, a portion is leased to the Bank of Lawrence and other parts are leased for court house, lock-up and village clerks' offices.

The old frame building first used now stands at the rear of a blacksmith's shop on Central avenue, Lawrence.

The fire apparatus and equipment of the department are up-to-date and belong to the Lawrence Company. There are two steam fire engines, one automobile chemical engine and hook and ladder truck, combined, one hose apparatus, one Simplex automobile, and one horse-drawn hook and ladder truck.

The Fire Commissioner for Lawrence is Assemblyman Thomas A. McWhineny, and for Cedarhurst, J. J. Campbell. The fire chief is Edward Horn; assistant chief, William D. Reilly; treasurer, Edmund Wood; financial secretary, Edward Jeal, and recording secretary, Allen J. C. Schmuck.

ROCK HALL, LAWRENCE

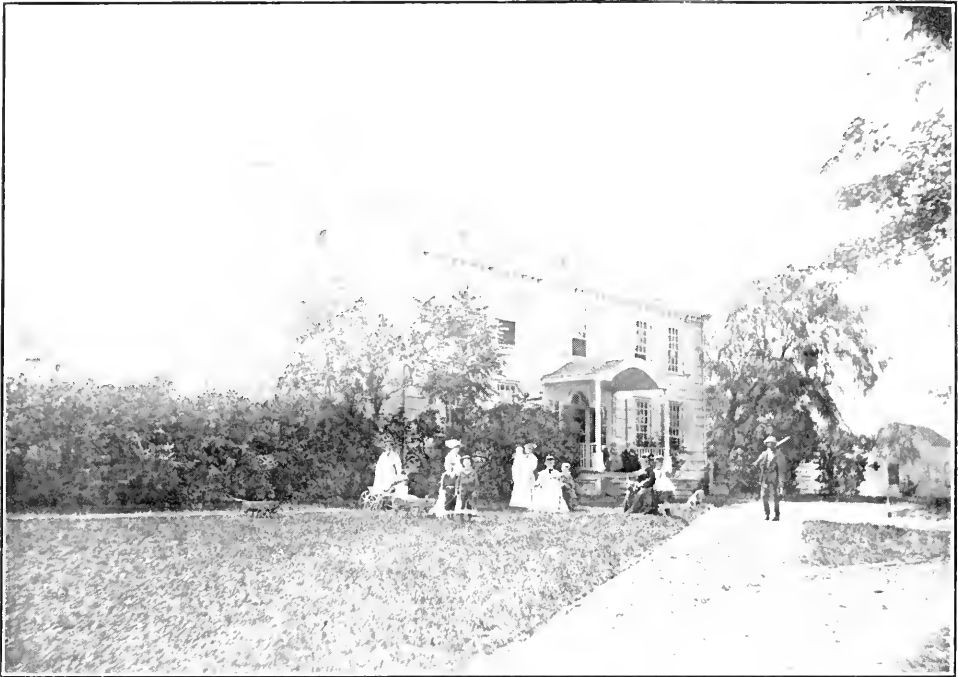
Rock Hall at Lawrence is one of the oldest and most notable residences on Long Island. It was built in 1768 by Josiah Martin, the British ex-Governor of the Province of North Carolina, a strong Tory who became obnoxious to the Whigs of that Province, from which he fled, leaving a large landed estate which was confiscated (vide Sabin's Loyalists).

Governor Martin purchased 400 acres of land at Rockaway from John Cornell, for two thousand pounds, on September 21st, 1767, and built the famous Rock Hall. The architect was Timothy Clowes of Jamaica, who also designed St.

George's Church, Hempstead. Money was spent lavishly in constructing the residence with its outbuildings, overseer's and slaves' quarters, and in laying out the estate. The house was and is still approached by a fine avenue lined with well-grown trees. The interior decorations attracted considerable attention and many visitors have admired the fine oil painting by the famous artist, Sir John Copeley, representing a young boy playing with a dog. Rock Hall was the scene of entertainments and the centre for hunting parties on a lavish scale until the death of Governor Martin there on

November 21st, 1778. His body was buried at St. George's Church Hempstead. His widow survived him but did not inherit Rock Hall. She died in 1825 in New York City. Governor Martin

Thomas Hewlett of Hewletts, where she died. She left all the pictures and works of art in Rock Hall, which she claimed, to Thomas Hewlett. Two or three years later the Rock Hall estate was sold by



ROCK HALL IN 1874, SHOWING QUOKKO HOUSE, THE OLD SLAVE QUARTERS, AT EXTREME RIGHT.

left the property to his son, Dr. Samuel Martin, who lived there and entertained on a large scale and was a very popular man. He died, unmarried, on April 19th, 1806, aged 66 years. His remains were interred at Old Trinity Church, Broadway, New York City. He left Rock Hall to his two sisters, Rachel and Alice. Alice died unmarried. Rachel married Thomas Bannister, and their joint title to the property was confirmed in the Cornell partition suit of 1808. Bannister creek was named for them. After Alice Martin's death, Thomas Bannister purchased her half share in the estate for \$5,425, on September 12th, 1817, thus becoming the sole owner. Another sister of Dr. Samuel Martin had a son, Major Charles McNeill, who served in the war of 1812. The family appears to have been in financial difficulties later and the property fell into a bad state of repair. Major McNeill deserted his wife and she went to live at the home of

order of the trustees, Dr. Ebenezer Lockwood and Dr. Bannister. These two men were trustees under Dr. Martin's will. The sale was by auction in order to pay the family debts, and Thomas Hewlett was the purchaser. Portions of the estate have since been sold, but the residue, not exceeding in all one hundred acres, still remains in possession of members of the Hewlett family, who reside at Rock Hall in the summer time.

The slave quarters, which formerly stood at the southerly end of the premises, were removed in 1881.

The illustrations of Rock Hall show the original building, which is still in a good state of preservation. The house is illuminated by the aid of oil lamps, as the owners have refused to have the old timbers disturbed by installing gas or electric services. Two years ago, however, they allowed a telephone to be installed.

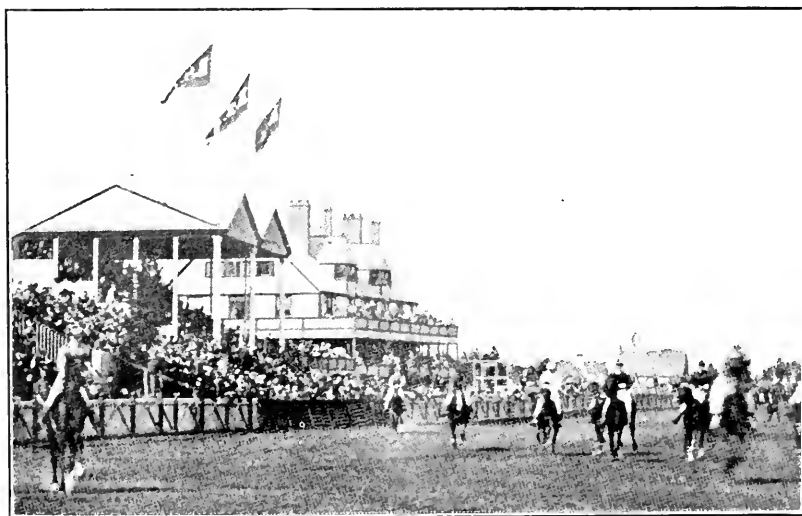
THE ROCKAWAY HUNTING CLUB

The early foundation of the Rockaway Hunting Club is of great interest. This event took place one Saturday afternoon in September, 1877, when twelve riders, including E. N. Dickerson, Jr., W. J. Sloane, Arthur Dodge, Nathaniel Jarvis and others, all wealthy young Rockaway residents, with John D. Cheever as the leading spirit, started out from Bernard C. Reilly's barn near the Jamaica turnpike, Far Rockaway. The barn was near a hill close to the present junction of the turnpike road and Burnside avenue, Inwood.

The hunt was on the lines of the old "paper chase," in which the "hares" led and dropped paper. After the "hares" had disappeared the "hounds" chased them, tracking them down by the pieces of paper thrown away by the "hares." This historic chase ended at Valley Stream, and was greatly enjoyed by the

of Far Rockaway, leased Reilly's house and barn and hunted over all the local country side which then had comparatively few residents, and these were mostly farmers. Louis Neilson was Master of Hounds. In 1878 the first Rockaway Hunt Club was organized with Alexander Stevens, president; William Voss, treasurer, and Edward Spencer, secretary. John D. Cheever was Master of Hounds. A lease of "Aunt Sally Mott's" homestead on Mott's Lane (now avenue) was taken from Mrs. Seaman, and several English hounds were imported.

Many of the members took lodgings adjoining the club house, which was near the railroad station, and dined at the club. Live pigeon shooting was practiced and became a favorite sport, and polo was inaugurated, for which sport a field was leased, where Dr. J. C.



ROCKAWAY HUNTING CLUBHOUSE, DESTROYED BY FIRE, 1893.

riders. The next Saturday afternoon another chase took place and six native hounds were used. This was a "drag" hunt, in which a bag treated with aniseed, was dragged along by the hare, and was extremely successful. As a result a number of the young men, residents

Schmuck's residence now stands, opposite Lawrence Station.

The club organized one steeplechase meeting each year, the riders all being amateurs and mostly members of the club. A rough course was laid out to the eastward of the club house in Bays-

water, which was not then built up. One of the most celebrated race meetings was that held in 1882, when there were eighteen starters in the steeplechase, all being gentlemen jockeys. This famous race was won by Harry Harwood, on a horse called "Tonkaway," owned by Edward Jackson.

In 1883 Frank Gray Griswold was appointed Master of Hounds, and he brought with him his own pack, which he had formerly hunted under the name of the "Queens County Hounds." This pack became known as the "Queens County Hounds of the Rockaway Hunt" and the hunting grounds were enlarged to cover portions of Long Island towards the North Shore, which had formerly been hunted by Mr. Griswold.

In 1884 a land company, known as the Ocean Point Company, which owned large tracts of land at Cedarhurst, offered to give about four acres of land to the club, provided a company was formed for the purpose of establishing a fine steeplechase course. Such a company was organized with John D. Cheever as president. Stock was issued and subscribed for, money provided and a club house, with spacious balconies and piazzas from which the full course could be seen, was built. The company, known as the Rockaway Steeplechase Association, purchased some thirty to forty acres of additional land from the Ocean Point Company. A turf race track was laid out and racing was established. A railroad siding for race track trains was built from Woodsburch to the course. The company leased the house they built to the Rockaway Hunt Club, and the name was changed to the Rockaway Hunting Club. The club was to insure the building and to have the option of purchasing the remaining land of the Rockaway Steeplechase Association if they so desired.

Mr. Edward La Montagne was the second president of the club, and Edward H. Harriman, vice-president.

The membership of the club, which amounted to about sixty at Far Rockaway, had increased in 1884 to about one hundred, and this accession was due to the organization of the Rockaway Steeplechase.

From 1884 to 1889 two Steeplechase meetings were given yearly, and proved extremely popular, most of the riders

being members of the Rockaway Hunting Club, the Meadowbrook club or other kindred clubs.

The Steeplechase Association was not a financial success on account of the great expense attending the meetings, and the fact that the legislature was engaged in making laws to abolish betting on race tracks. In July, 1893, the club house was totally destroyed by fire and the Rockaway Steeplechase Association subsequently went into liquidation.

The Rockaway Hunting Club, having collected insurance on the building, exercised its option and purchased some seventeen or eighteen acres of land which formerly belonged to the Rockaway Steeplechase Association. The remaining part of the land left by the association was divided between members who had advanced money to the company on certificates of indebtedness.

After the destruction of the club house a temporary home was leased from Mr. Elliott. The club added to the house a kitchen and piazza, and remained there until the completion of the present club house on July 1, 1894, when the club was incorporated, taking possession of the new club house with the following officers: George C. Rand, president; Middleton S. Burrill, vice-president; Newbold Lawrence, secretary, and Rennie La Montagne, treasurer. Hunting with the pack was continued until 1899, when it was abandoned owing to building development in the neighborhood.

The membership of the club to-day is approximately 350, and more land has been purchased during the past few years. The club now owns about 90 acres. The nine-hole golf course is being enlarged by the construction of an additional nine hole course, a bridge across Burton's creek has been erected, there are eighteen lawn tennis courts, a fine polo field, squash courts and a trap shooting (clay pigeon) outfit.

Foreign sportsmen of note visiting America count their visit incomplete unless they have seen the famous and beautiful home of the Rockaway Hunting Club.

The president of the club is William A. Hazard. The other officers are: H. Hobart Porter, vice-president; Frederick H. Hatch, treasurer, and Newbold T. Lawrence, secretary.

INWOOD

THE village of Inwood is a well defined but unincorporated area of Nassau County adjoining Far Rockaway proper and has a population of about four thousand persons.

It was first settled a hundred years ago by a number of fishermen and at that time was known as North West Point, taking that name from its geographical position in relation to the more central part of Far Rockaway, of which it was then a part. The turnpike road to Jamaica bounds it on the east side; the Long Island railroad tracks and the Village of Lawrence bound it on the south side, and Jamaica Bay bounds it on the north and most of the west side, the remaining westerly portion adjoining Far Rockaway territory.

Indians and white men took place as related in another chapter. The early settlers were a more or less lawless lot and although they were not numerous they were periodically troublesome to other Rockaway residents. Many incidents in which rough horse play and harsh physical conduct were the main features are directly traceable to these hard North West Pointers. About fifty years ago the section became generally known as Westville and participated in the rapid growth of the peninsula which occurred with the opening of the railroad. At that time the few houses existing were reached by paths connecting with old Broadway and the turnpike road. When the Lawrences developed Lawrence the Inwood end of Lord avenue was made, and was the



THE INWOOD COUNTRY CLUB.

The "North West Pointers," as the early settlers were called, were men who worked on, owned, or operated fishing boats on Jamaica Bay, which comes to a head at that part and has numerous inlets and minor harbors or docks. The westerly point of Inwood occupies high land and parts of it are still thickly covered with woods, the remnants of a former forest. The place is the centre of many interesting Indian legends and stories and it is at Inwood that the earliest meeting of Rockaway

first road constructed. That event was the beginning of development and opened up the section which rapidly grew from that time on. Main streets and cross streets were laid, houses were erected and a steady influx of home seekers and builders occurred.

The section covers a considerable area, parts of which are very beautiful. The spacious Inwood Country Club is delightfully located in its own grounds of about 300 acres at the actual north west point of the

peninsula. The extensive golf links of the club, which has a membership of about 325, are admirably laid in park like surroundings.

The first post office was established on February 25, 1889, and the name of the village was then changed to Inwood. The first postmaster was Mr. J. D. Crosby, who still holds that office. The post office authorities refused to allow a post office named Westville because there was already one existing in the state by that name, hence the change from Westville to the present village name of Inwood. Although numerous families of the early settlers still reside at Inwood, it has come to be known generally as an Italian settlement and a majority of the four thousand residents are Italians. Until recently and for a period of years the rough horse play of the old haymen was overlooked on account of the gun-play of the foreigners and the name Inwood for quite a while conjured up thoughts of dark deeds of violence. The foreign element is of Albano-Italian birth or extraction, and is quite distinct from pure blooded Italians, speaking a distinct and separate language. The lawlessness of the bad parts of Inwood has been greatly overcome of recent years mainly owing to the zealous efforts of the priests there who set themselves the difficult task they have so well performed and in which they have been greatly aided by the local Justice of the Peace, Lewis M. Raisig.

The community spirit in Inwood is very strong and it is commonly known that any social or business affair which Inwood residents take up as a body is assured of success and undivided support.

Nearly all the buildings in Inwood—which is well equipped with good stores, a fire department and a post office—are of frame construction. There are two large public schools, two churches and that admirable institution, the Sage Industrial School, where boys and girls from the public schools are taught, without charge, useful trades in order to equip them to earn their own livings when they arrive at suitable age.

The Inwood Volunteer Fire Department, consisting of about forty members, is well equipped with modern

automobile apparatus and is a most efficient body of men who have repeatedly established records for speedy and good work. Last year they established a world's record in a tournament display. The first Inwood fire company was the Electric Hook and Ladder Company of Westville, established about thirty-five years ago. Some years later the Citizen's Hose Company was also formed. These two companies were later merged and form the present Inwood Fire Department which owns the fire house building and equipment. The officers are: John Grady, chief; Lester Alger, first assistant chief; Louis Leder, financial secretary and Solomon Wanser, recording secretary. The treasurer is Alexander Wanser, who has held that office for many years.

The old rendezvous of the baymen is still the meeting place of a number of fishermen and is called the "Dock" on the foot of Bayview avenue at Jamaica Bay. The interested visitor may even yet meet some of the old timers there in their daily work and view with wonder the physical feats of some of those hardy old men whose ages in some cases have considerably exceeded man's allotted "six-score years and ten."

The Inwood Country Club was incorporated in 1901 and opened a small club house at Inwood managed by a body of twelve directors, Jacob Wertheim being the first president, and Frank Lewine, treasurer. The club was well supported from the outset and has always been strong financially. The membership rapidly increased and the accommodations of the first club house were taxed to the utmost limit so that it soon became necessary to plan for increased facilities. In 1914 the present property of the club, comprising 300 acres of valuable land, was purchased and the new and luxurious home of the club was shortly afterwards built and occupied.

The present membership of the club is 325 men and there are 125 associate lady members. In addition to the attractions of the club house itself there is a splendid golf course of eighteen holes, a gun club and tennis courts. The officers are Samuel Eisman, president; D. A. Aronson, vice-president; Albert T. Steiner, treasurer and I. I. Lewine, secretary.

HONOR ROLL OF OUR BOYS

Up to the time of going to press it has been impossible for the writer to gather a complete list of "OUR BOYS" in the Rockaway peninsula, who have so willingly volunteered their services on their country's behalf, and are now risking their lives in the army, navy and aerial service. The following list, however, gives the names of a considerable number whose names we have been able to gather and publish on this permanent HONOR ROLL:

Adams, Lewis G.	Herick, Harold, Jr.	Pratt, Wm. R.
Arnold, Henry N.	Hazzard, Wm. A., Jr.	Rizzo, John
Bannard, J. Augustus	Hewlett, James A.	Ryan, Gerald
Bentley, Edward M., Jr.	Hewlett, Willis	Rand, Gordon L.
Brace, Crosby	Heywood, Milton E.	Rand, Curtis
Bowker, Edward	Hard, De Courcey L.	Rode, Stanley
Bruhn, Harry	Ivison, Maynard	Resna, Gustave
Ball, Grosvenor	Jacob, Morris	Rhineclander, Philip N.
Burr, Robert	Johnson, Austin	Stephenson, Joseph
Burr, Winthrop	Johnson, Cortland	Stephenson, Richard, Jr.
Bitner, John Arthur	Johnson, Kenneth Maxwell	Sullivan, Leonard
Bedell, Otis Hudson	Judas, Gerald	Stephen, Byron K.
Burmah, Otto A. E.	Jordan, John F.	Schaumloeffel, Ernest
Chauncey, Raymond	Kahn, Alexander	Scanlan, Lawrence
Carney, William	Kelly, Frederick L.	Scanlan, David
Crocker, Stanley	Kiles, Gerard	Smith, Everard
Cannomara, Louis	Klein, Cyril P.	Schleif, John
Chave, Walter	Kleinfeller, John E.	Slavon, James
Cook, Lindley Wilkinson	Lund, Wm. Peterson	Safford, Wm. R.
Carter, Walter	Lanman, Ludlow B.	Stone, Herman T.
Cunningham, Walter	Levy, Albert	Steiner, Harold A.
Charmers, Arthur	La Montagne, Wm. A.	Shanley, Patrick J.
Condon, Jas. H.	Ludlum, Herbert Jas.	Smythe, John
Dickinson, E. B.	Moss, Johnson Leslie	Schreiber, Fabian
Dehnert, Arthur	Marter, Arthur C.	Sterling, Stewart
De Mott, Edward	McGinn, Clarence	Seaman, Everit White
Dale, C. Whitney	Marsh, Edward	Schmeisin, Henry
Donnelly, George	McNamara, Ambrose	Simonson, Eugene
De Lacy, George C.	McGuire, Thomas	Smberger, John H.
Douglas, John J.	Millner, Herbert	Tolman, Harold
Donaldson, Clark	McGinn, Francis	Taylor, Wm. R. K., Jr.
Davenport, McHugh	McGinn, Harold	Taylor, Anson Hard
Flemming, George	Mayer, John	Thompson, Lionel
Flemming, Samuel	Mott, Fred G.	Thum, Karl Algier
Fletcher, Arthur	Martin, Jos. N.	Van Dine, Merle
Fegan, Thos.	Murray, Lawrence	Vail, Edward
Goodman, Eddie	Norton, Walter	Van Wicken, Myron F.
Graham, R. E.	Norton, Berge	Walsh, James
Gallagher, Francis	Olney, Sigourney	Winlock, Herbert E.
Gasser, Bernard	O'Rourke, Thomas	White, Thomas F.
Hicks, Howard	O'Callahan	Wood, John
Horton, Henry	Philips, Kenneth	Walton, Lawrence R.
Hicks, Morris	Philips, John	Walton, Ernest E.
Herick, Newbold T.	Philips, Wm.	Wood, Milton Henry

THE 24TH COMPANY, NINTH COAST DEFENSE COMMAND—ROCKAWAY'S QUOTA.

Captain, Foulke O. E.	Farrington, John I.	Gaffney, Otto Hoffvitz, Jr.
Knudson, first lieutenant,	Jr., Foster Gunther, Leonard	David Jaffe,
Walter Seligman; second lieutenant, Jacob G. Davis.	H. Gidding, Harry A. Hirt,	Charles J. Kane, Walter F.
First sergeant, Daniel E. Barry; supply sergeant, Edward D. Lee.	Joseph G. Jacobs, John C. Le Roux, Edwin A. Liebowitz,	Keenan, Roy Langdon, Gilbert F. Lindner, John McCumiskey, Clarence J. McGinn, Frank J. McGinn, Harold A. McGreevy, Charles J. Mazzei,
Sergeants, Howard S. Sterne, Lewis M. Stewart, William H. Doolittle, William L. Meissel, James A. Caffrey, Harold Levy and William F. Mayer.	Harold T. McGinn, Albert J. Milan, Howard C. Montgomery, George J. Morrison, Howard Richmond, Alexander B. Rydell and Walter H. Rose.	John Mair, Anthony Marasco, Frank Modica, William M. Morrison, John E. Mount, Jr., Frederick H. Muller, Charles H. Murray, Edward A. Murphy, Frederick L. Knoll, Frank S. Pearsall, William H. Pfeiffer, Jr., Arthur E. Priestly, Mark K. Raiden, John Rizzo, William R. Safford, Henry A. Schilling, Leland H. C. Schmeckel, Louis A. Shea, Philip L. Skelly, Arthur Smith, Royal Dewey Smith, Harry C. Spatz, Adolph C. Spitzer, Richard M. Thompson, William J. Walsh, William F. Wilkinson, Jr., Richard A. Wolff and John B. Wood.
Corporals, Joseph J. Arneith, Harold Mott, Frank Kiernan, Gerald A. Ryan, Stanley A. Werner, Jerome Levy, Leon R. Spear, Benjamin Lawrence, Michael J. Barry, Jr., and Richard J. Halpin.	Privates, William A. Adams, Alexander Anderson, LeRoy E. Andrews, Adam A. Balzer, Patrick R. Barrett, Bertram Beerman, John H. Boyle, William J. Brand, Elias D. Brower, Robert J. Cahill, Daniel J. Callahan, Myron Combs, Walter H. Combs, Harry R. Carman, William J. Curtis, Jr., Albert Davenport, Frank D. Dolan, Patrick E. Duggan, Jr., Joseph E. Egel, George A. Featherston, William Ferguson, Charles H. Fey, Howard Fisher, Gustave Glanzman, Jacques H. Herts,	
Cooks, Samuel Samuels and Frank Andalschek.		
Mechanics, Frank A. Seelig and John J. Devanney.		
Bugler, Louis E. Davenport.		
First class privates, Joseph M. Baum, Allen Glenn Chaffter, John H. Faber, John L.		

FAR ROCKAWAY

UP to the time of the Cornell partition suit in 1809, and for a considerable period afterwards, the Far Rockaway section was the only portion of the peninsula which attracted serious attention, the westerly section where Edgemere, Arverne, Rockaway Beach and Rockaway Park now are, being used for grazing purposes only. Here horses and cattle were turned loose and allowed to roam at will, seeking sustenance from the scattered shrubs and herbage which decorated the sandy waste.

The section of the peninsula west of Wave Crest was all marsh land and several creeks ran from ocean to bay. Up to six years ago one of these creeks, known as the Wave Crest Inlet, was in existence and connected the ocean at a point east of the Edgemere Club with Jamaica Bay under Norton's Bridge. This was filled in at that time and the main boulevard carried over the present Norton's Bridge.

The first man to recognize the value of the Rockaways as a summer resort was John Leake Norton, who in 1830 purchased from the Cornell heirs under the 1809 partition suit lots 9, 10, 11, 12, 13, 14 and 15 in the eastern division, including the whole of Edgemere and Far Rockaway, and the marsh land north of lots 14 and 15. In the year 1833 Mr. Norton, who married a sister of Governor George Clinton, induced a number of wealthy and well-known New York men to form the Rockaway Association and they purchased a tract of land and erected upon it a fine hotel. This was the famous Marine Pavilion known throughout America at that time. It cost \$43,000 to build, which in those days was a tremendously large amount of money to expend on a building of that character.

The Rockaway Association, of which Philip Hone, ex-mayor of New York City; Robert Ray and John A. King (Governor of New York State) were trustees, also purchased property from Benjamin C. Lockwood, on which the pavilion was built.

We reproduce the purchase agreement verbatim.

Rockaway Association

In consideration of the sum of one dollar to me in hand paid receipt whereof is hereby acknowledged, I for myself, and in behalf of my Co-trustees, Philip Hone and John A. King, do agree to purchase for the Rockaway Association from Mr. Benjamin C. Lockwood, all his houses, barns, stables and grounds at Rockaway, bounded by the road rear of his Barn, road to the Beach, land lately sold by him to Jas. G. King and others—with all the privileges he possesses for the sum of two thousand five hundred dollars and one share in the association of five hundred dollars, to give possession on the first day of May next, and a clear satisfactory Deed for same on or before the 15 March next, he deducting interest at 7% per annum until 1 May.

New York 28 February, 1833.

Robert Ray, Trustee of
Rockaway Association.

Witness
Sam Ward.

The exact site of the Marine Pavilion was just south of where Norton street now joins Central avenue. The old yellow frame building still standing at the west side of Central avenue was formerly used as the kitchens of the hotel, which had a frontage of 230 feet overlooking the ocean, its easterly end was about where the fence of Bushel's American Hotel now is, and Central Avenue at that part now covers the same ground as the hotel was built across. The place was run in a splendid manner and became the most fashionable resort on the Atlantic Coast. It gave the Rockaways the first country-wide advertising this section ever had, and attracted the attention of numerous investors and developers who were quick to see the great possibilities

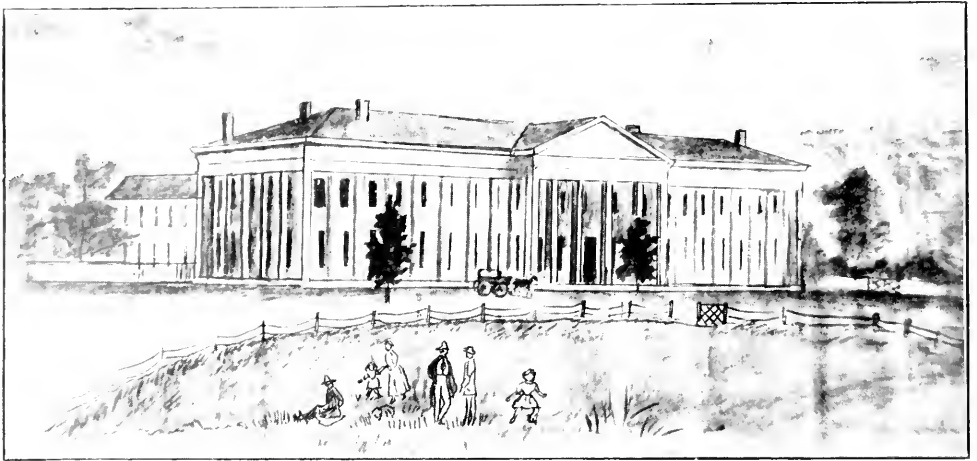
of Rockaway as a summer resort. From that time on its growth and advancement as a residential section was assured.

In his history of Long Island published in 1839 Thompson, the historian, says of the Marine Pavilion:

"It is a large and splendid edifice, standing upon the margin of the Atlantic, and has hitherto been kept in a style not excelled by any hotel in the Union. The main building is 230 feet front with wings, one of which is

There is a poem known as the Ode to Rockaway, written by Morris and dedicated to this section, which is supposed to have been inspired by the measured rhythm of the breakers on the shore. Morris is said to have written the well-known lines on the Marine Pavilion porch.

On old Long Island's seagirt shore
Many an hour I've whiled away,
List'ning to the breakers roar
That wash the beach at Rockaway;



THE MARINE PAVILION—1833-1864.

seventy-five and the other forty-five feet long. The peristyles are of the Doric order, the piazza being 235 feet in length by 20 in width. The sleeping apartments number 160. The dining-room is eighty feet long and the drawing-room fifty. It was erected by an association of gentlemen of the City of New York, the cost, including the land and standing furniture, \$43,000, and was sold to the present owners, Stephen Whitney and Charles A. Davis, for \$30,000. The atmosphere here is fresh, cool and delightful; invalids soon find themselves benefited, and all experience fresh inspiration and increased vigor by repeated plunges in the ocean."

The Marine Pavilion was completely destroyed by fire on June 25th, 1864. During its existence many men of note were visitors. Longfellow, Washington Irving, Trumbell, the artist, and General George P. Morris are known to have been frequent guests.

Transfixed I've stood while nature's
Lyre

In one harmonious concert broke
And, catching its Promethean fire,
My inmost soul to rapture woke.

Oh, how delightful 'tis to stroll
Where murmuring winds and waters
meet.

Marking the billows as they roll
And break resistless at your feet;
To watch young Iris, as she dips
Her mantle in the sparkling dew,
And, chas'd by Sol, away she trips
O'er the horizon's quiv'ring blue.

To hear the startling night winds sigh,
As dreamy twilight lulls to sleep;
While the pale moon reflects from high
Her image in the mighty deep;
Majestic scene where Nature dwells,
Profound in everlasting love,
While her unmeasured music swells,
The vaulted firmament above.

The same company—the Rockaway Association—which built the Marine Pavilion also formed a Turnpike Company (under a special act of legislature) called the Jamaica and Rockaway Turnpike Company, which caused to be built a shell road across the meadows shortening the distance between the city and Jamaica and Rockaway by about eight miles. This road is today known as the Jamaica and Jericho Turnpike over which the trolleys between Far Rockaway and Jamaica operate. The road is in bad repair and not fit for fast traffic. The city, county and state have pledged themselves to construct a fine modern road there and work upon its reconstruction is now proceeding.

Up to the end of last year a picturesque old toll house and gate stood on the turnpike road, but has been torn down to make way for widening of the thoroughfare. Many persons now living well remember passing through this gate and paying toll to do so. The last toll gate keeper was Mrs. Stephen Pettit.

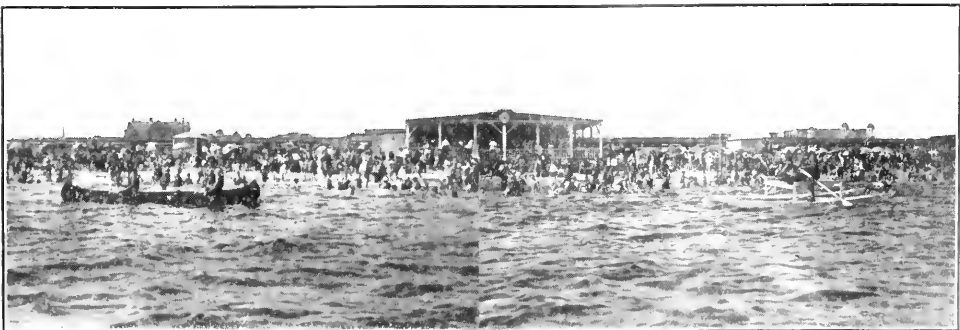
There are many persons in Rockaway today who remember the destruction of the Pavilion. Gunpowder was used to blow up adjoining structures to prevent the fire spreading.

The daily arrival of the stage coach at the Pavilion was an event of considerable importance, and the crack of the driver's whip as he wheeled his four-in-hand team driving up in style to the imposing entrance, was the signal for all hands to turn out to welcome the guests.

It was after the Pavilion was opened that sea bathing became fashionable and the first caterers to this rejuvenat-

ing exercise were Benjamin C. Lockwood and John L. Norton. They provided bath houses on wheels after the English style. In these, bathers changed their dress, were pulled into the surf by horses hitched on for the purpose and when the bath house was hauled in to a sufficient depth, the horses were taken off and the bath houses left in the water until bathers signified their desire to be hauled back to the beach. This method of bathing, which enabled persons to enter the water direct from bathing houses, would probably not find much favor today with the large number of bathers who seem to find more delight in the sun and sand bath on the beach in scanty attire than in the real and healthful ocean bathing. The old ways have changed and instead of the old cumbersome house on wheels the ocean front is provided with many thousands of bath houses used in the summer months and built row after row on land adjacent to the beach.

The Marine Pavilion attracted attention to the Rockaways throughout the Union. Other commodious hotels were built here and included United States Hotel, Caffrey's Hotel, Wynn's Alhambra, Maguire's Ocean Hotel, New York Hotel, Roche's Union Surf, the Pavilion, the Brunswick, the Hoffman, Foss', Finucan's Mansion House, Faber's Manhattan Hotel, Ducher's, the Arlington, the Madison, National, Grove, Grand, Waverly, St. James, the Shirley House and several others; in fact the place became a village of hotels catering to the needs of summer visitors. It was about the middle of last century that it was first called Far Rockaway to distinguish it from Near



A DIP IN THE OCEAN AT ROCHE'S BEACH, FAR ROCKAWAY.

Rockaway, which is now called East Rockaway.

The steam railroad constructed to Far Rockaway in 1869 superseded the old stage coach and advanced values and development wonderfully. It was first intended for the railroad to enter Far Rockaway through woods about where Oak street is now cut, and so on down to the beach in a line parallel with what is now Greenwood avenue. Mr. Wynn, who kept the Alhambra Hotel, anticipating the line passing his place, painted a sign calling it "Railroad Hotel," but owing to the gift by Benjamin Mott of the site of the present station and seven acres of land, the direction of the route (and as many persons think the whole future of the village) was changed.

Up to a little before this time the only roads in Far Rockaway consisted of Broadway, being the old turnpike leading through to the beach as it does today, Greenwood avenue, Cornaga avenue, Mott's lane and Catherine street.



WILLIAM CAFFREY.

William Caffrey, who was 19 years old when he came from Ireland in 1834, first worked as a laboring man, but in 1841 opened Far Rockaway's first store on Greenwood avenue and later ran the Transatlantic Hotel on the same avenue. There were then only about half a dozen houses besides the Pavilion. Mott avenue, from Broadway to the present railroad crossing, was called "Dan

Mott's" lane, and from there to Jamaica Bay "Aunt Sally's" lane, after Sally Mott, who resided in the old house, now the Seaman cottage, and which later came to be known as "Aunt Sally's buttermilk house," on account of that refreshing liquid which she sold there to



DAVID ROCHE ("UNCLE DAVE").

visitors. This is the oldest house in Far Rockaway.

Catherine street was that portion of the present Central avenue starting at Mott avenue proceeding to the ocean and ending at the first Catholic church field and was named after Mrs. Catherine Finucan. Another early store was kept by E. A. Darragh, in the woods, where Cornaga avenue is now, and White street was named after his wife's mother, Mrs. White.

Simultaneous with the coming of the South Side Railroad, Central avenue was cut through from Mott's lane to the city line, about 1871, and connected with Lawrence. The first railroad stop in Far Rockaway was on the present siding close to the National Bank. There was no shelter or platform of any kind until the present line was used and the extension made to Rockaway Beach. The railroad siding passing in a line parallel with and between Grove street and Central avenue led to Lockwood's Grove, a famous pleasure park, which was later laid out in plots with the beautiful Wave Crest development.

Far Rockaway at that period had two churches, a school, a number of hotels and a few stores and cottages.

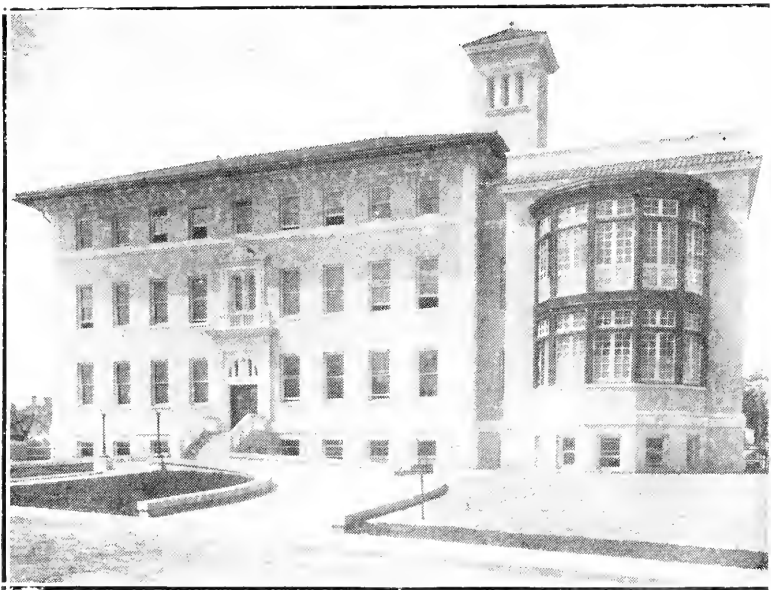
The following is a complete list of residents about fifty years ago:—

Daniel Mott, Benjamin B. Mott (Little Ben), Samuel Mott, Lucy Mott, Sally Mott, Joseph Stringham (the hermit), Lawrence Duncan, Calvin Mott, Richard Mott, John Mott, "Pop" Finucan, Martin Zingzam, Thomas D. Smith, John Wynn, David Roche, Patrick Mulry, William Caffrey, James McCarthy, James Hickey, John Bell, "Long" Ben Mott, John Kavanagh, Julius Foss, Joseph McKim, James Sadlier, John McKune, John Kelly, Patrick McTigue, McCale, Norton Carroll, John H. Chee-

then it all formed part of Far Rockaway.

The physicians practising in the Rockaways then were Dr. Julius Auerbach, Dr. Robert Hutcheson and Dr. Robert Bazeley of East Rockaway.

Definite sections were soon mapped out and development proceeded rapidly. The headland, overlooking the ocean, was laid out as a private park, called Wave Crest, and numerous fine residences were built there. In this section such well known men as Horace F. Clark, Edward N. Dickerson, E. A. Brinkeroff, Miles O'Brien, Martin B. Brown, John H. Cheever, Henry D. Babcock, and School Commissioner William Lummis, made their homes. Other sec-



ST. JOSEPH'S HOSPITAL, FAR ROCKAWAY.

ver, Edward N. Dickerson, Horace F. Clark, Judge Charles A. Donahue, Thomas Casey, Andrew Brady, Robert Elder, Philip Hone, Richard Bainbridge, John S. Cray, James M. Brown, Mrs. Bull, William H. Bolton, David Jennings, David Andrews, Mott Pettit, Gilbert Craft, Venus Hewlett, John Abrams, Mrs. Margaret Hartford, John J. Healy, E. A. Darragh, Patrick Griffin, Patrick Kane, Firman Pearsall, John Lyons, James Mooney, George Hicks, Charles McNeill, John Lott and Franklin D. Lord.

A few of these residents lived in what we now call Inwood and Lawrence, but

tions grew rapidly; several magnificent residences were built along Broadway and in the Cedar Lawn section, near Jarvis lane; several lakes, including Cutting's Pond, near the present gas house and Isaac Remsen's ice ponds at Chanler and Butler avenues, were filled in; the school house was enlarged and land in all parts of the present village which was then thickly covered with trees, was cleared for the building of houses and roadways. Most of what is now known as the Bayswater section was laid out about 1878 by William Trist Bailey, who purchased the property from J. B. and W. W. Cornell.

Here it was that the first Rockaway Hunt with hounds started and the first yacht club was organized. John Cornaga, who served under the British in



EX-JUDGE EDMUND J. HEALY.

the Revolutionary War, had settled in the same section. His son sold in 1848 to Calvin S. Mott, who in turn sold to John J. Healy. This is property now called Salomon's Castle, and the former site of the largest of the shell banks.

In addition to the prosperity brought by the large number of summer visitors, building activities on all sides added many workmen and employers, either temporarily or permanently, to the winter population and stores and small cottages began to be built to accommodate the growing needs. It had been the practice of some residents in previous years to order food and other necessary articles to be brought by stage. Others obtained a weekly supply brought by boat. Several Inwood boatmen for years supplied most of the needs of the section. They visited Brooklyn and New York weekly in their steam launches and returned with ample supplies.

The first combined effort for improvements was an association formed in 1880 "to plant trees, improve streets and walks, water streets, etc." In that year Edmund J. Healy, who was Justice of the Peace for the Town of Hempstead, built a court house on Mott

avenue, where justice was administered by him. The system of water supply by individual wells began to be superseded when the first water company's supply was established in 1885. The village had by that time grown so large that a charter of incorporation was applied for and issued in 1888, when the following village officials were chosen: Edmund J. Healy, president; Benjamin B. Mott, F. L. Richmond and Joseph P. Kelly, trustees; William A. Wynn, treasurer; Benjamin C. Lockwood, collector, and J. Joseph Mott, village clerk.

At the time of its incorporation the village had a lock-up and two policemen and was lighted by oil lamps in the thoroughfares where stores existed. Otherwise there was no lighting system. Cesspools were the only means of drainage. Streets were not graded or paved and while the summer time provided a golden harvest for all, winter weather provided many real hardships. The Volunteer Fire Department consisted of the Protective Hook and Ladder Company and the Oceanic and Mohawk Hose companies. The Atlantic Hose Company No. 1 of Far Rockaway was the first fire company in the village and is shown on the picture illustrated, which was taken in 1879. Shortly after incorporation a sewer



GAS COMPANY'S OFFICE.

system was urged, to be paid for by funds raised on village bonds and expended under the supervision of the Sewer Commission. Local politics prevented the adoption of any such system for several years, and it was not until 1897 that a sewer system was laid and disposal plant built. The village trustees also contracted with the gas company for the main streets to be lighted with gas, and various main thoroughfares were paved and curbed by the village officials after incorporation.

Judge Healy served three consecutive years as village president and was succeeded in that office by William Wynn, Andrew McTigue, Philip Scott and Brockholst Carroll.

The first post office in Far Rockaway, after Jennings' corner ceased to be post office for the village, was at Brandenburg's Swiss cottage, opposite Clark avenue, on Broadway. James Brandenburg was first village postmaster. Others who followed him were Eugene Frank Cole, Edward Nostrand, David

Far Rockaway, with the incorporated villages of Arverne-by-the-Sea and Rockaway Beach, were made the Fifth Ward of the Borough of Queens, governed by the Mayor of New York.

Justice of the Peace Edmund J. Healy was appointed city magistrate, and it is interesting to note that Thomas I. Conerty, who was then appointed magistrate's clerk; Harry Vaughn, court interpreter, and John J. Healy, assistant clerk, still hold those positions under the city.



ATLANTIC HOSE COMPANY NO. 1 IN 1879.

Left to right: B. L. Carroll, R. H. Griffin, Ben West, J. Caffrey, Edward Roche, Jack Minnaugh, J. Spellman, James Brandenburg, M. Dwyer, Ben Harnett, Mike O'Brien, Edward Canning, J. Coleman and Thomas Prendergast.

Jennings, Thomas Henderson, Andrew McTigue and Dr. Henry J. France.

After incorporation the civic spirit and advancement was the cause of many community improvements. A local bank was established; stores and storekeepers became very progressive; the local newspaper, the "Rockaway Journal," under the late Watkin W. Jones' management, was a real help to the village; the first part of the present fine school house was built, religious bodies of various denominations organized and enlarged their spheres of action; transit facilities were improved with the growing demands; water and gas companies were formed; telephone services generally were installed, and the essentials of local government and the locally governed became established and created a real, if small, city by the sea.

At the height of its prosperity the village lost its individuality and was absorbed in Greater New York when that city was created on January 1st, 1898. Most of the local officials retired to private life and the village of

The old school house, the site of which had been given solely for that purpose by Benjamin B. Mott, was released from this restriction in 1893 when the Union Free District school on State street was built, and was used as a village hall until consolidation, then for a few months as a police station, and after August, when the present police station on Broadway was used, it became the Magistrates' Court, and so remains.

Since consolidation the prosperity of the village has not increased as in former years. All the sections have become built up with cottages, residences and hotels ranging in value from \$3,000 to \$50,000; transit facilities leave little to be desired, beyond elimination of the dangerous grade crossings; the permanent population and the number of summer visitors have increased greatly; amusements and entertainments are plentifully provided; there are many more stores; yet, the spirit of civic pride has greatly waned. The more intelligent, and those who have the best interests of

the place really at heart although always working hard for betterment, are apathetic in local elections, knowing the futility of trying to make themselves heard or being properly represented in the councils of the Greater City, in order to secure greatly needed improvements. The consequence is that the old spirit of emulation and interest in affairs of the village, does not exist with the class of men needed and the same class as formerly, so that local politics are in the hands of men whose mentality and ability are not of the highest order.

There are no large employers of labor in Far Rockaway, which is a residential village. Some of the permanent residents work in New York City and "commute" daily; others are independent, and a large number own houses which they rent out in the summer time and occupy during the winter. There are four churches, two synagogues, a splendidly equipped and spacious hospital conducted by the Sisters of St. Joseph; two banks; three newspapers; many spacious and elaborate hotels; a cable terminal where the Atlantic cables reach the shores of America; the Ocean Country Club and golf clubs; the Bayswater Yacht and Golf clubs; numerous tennis clubs; numerous public garages; moving picture theatres; numerous splendid stores offering a complete market center, and a post office.

The 279th precinct police station and lock-up are located at Broadway opposite Mott avenue, and 44 men, including captain and lieutenants, are permanently stationed there and the precinct extends from the Lawrence and Inwood boundaries to Cronin's crossing at Arverne.

The city fire department is housed in a fine brick building on Central avenue and has the latest motor apparatus as well as horse drawn equipment. Twenty-three firemen are always stationed at this fire house.

The estimated permanent population of Far Rockaway (including Edgemere and the Half Way House sections) is 11,000 persons.

Local places of interest are the various churches, public library, St. Mary's Star-of-the-Sea Academy, St. Joseph's Convent, the Seaman cottage on Mott avenue, the ancient Cornell Burying

Ground on Greenwood avenue, and the beautiful beach.

The Indian Shell Banks.

Up to twenty years ago there was a number of shell banks in the peninsula. There are still signs of the banks on the marshes of Woodmere Bay. Other banks existed at Inwood, Hog Island (Barnum's Island) and Far Rockaway.

The Far Rockaway shell bank was enormous and must have contained many thousand tons of clam shells. It was located at Bayswater on Judge Healy's property, but was carted away and used for filling in purposes and road making.

The belief exists that these shell banks mark the former feasting places of the Indians, who consumed, on those occasions, tremendous quantities of clams. When dried, these clam shells were made into wampum, which was the Indian equivalent for money.

Secret Ballot First Tested in Village.

Far Rockaway achieved state wide fame on September 9th, 1890, when it was the scene of the first test of the new election law which enforced secret ballots. Judge Healy was the first voter, and the voting took place in the Court room (now Hetzel's Old Court House Hotel), on Mott avenue. Representatives of all the great daily newspapers of New York were present, as well as many politicians of note at that day, and we copy extracts from newspaper reports which give a fairly vivid relation of the scenes which took place:

"The first election under the new Ballot Reform law was held yesterday in the incorporated village of Far Rockaway, in the town of Hempstead, Queens County.

"A large number of New York politicians went down to see how the reform worked, and the whole village, including the babies, were more or less present to see the important voters do the important act.

"Yesterday's election may be called an experimental election in this State. The provisions of the law were not strictly observed. The public was allowed to occupy the space in front of

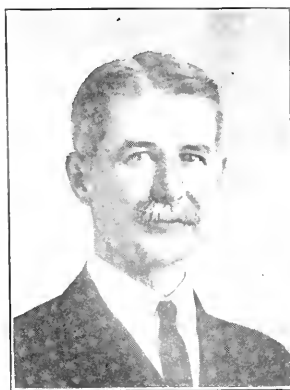
Some Pioneers in Civic Development of the Community



WILLIAM S. PETTIT.



H. G. HEYSON.



CHARLES R. BETTES.



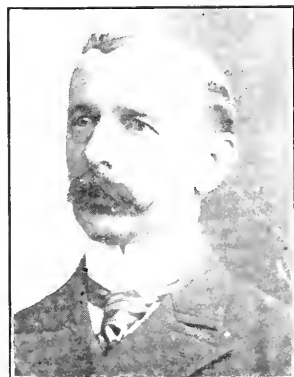
VALENTINE W. SMITH.



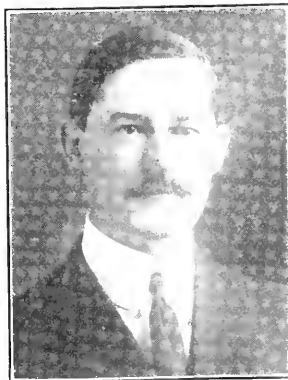
CARLETON MACY.



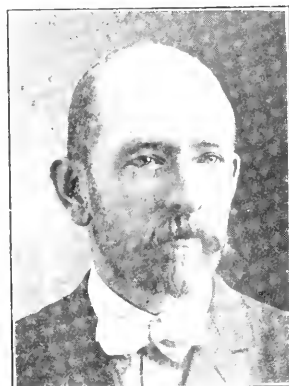
SAMUEL R. SMITH.



ANDREW MCTIGUE.



THOMAS I. CONERTY.



WILLIAM J. MCKENNA.

the bar. Moreover the act says that no electioneering shall go on within one hundred and fifty feet of the polling place, and that was utterly disregarded. It must be so in every locality where there is no police to see that the law is carried out.

"It was very curious to see the candidates who were running for office, acting as inspectors, clerks and canvassers. It is according to the village charter and the same system prevails in some other towns. It is an anomaly and the attention of the Legislature may be called to it next year. Not that there was any 'crooked' work yesterday, for the contest seemed to be carried on fairly and squarely, though with warmth. Still there was nothing to prevent ballot box stuffing or doing the 'three card monte' act with the ballots. At times there was considerable confusion when challengers at the bar were shouting to the ballot clerk, and at these times it would have been easy for the receiver to have deposited the wrong ballot.

"The Ballot Clerk was F. L. Richmond, the Poll Clerk Joseph J. Mott; the Chairman, Nathaniel B. Day.

"At 1:13 President Healey announced: 'Gentlemen, the Trustees have given me the courtesy to cast the first ballot under the new law.' He selected a ballot and repaired to the booth. Immediately after ex-Assemblymen Hines and Cronin followed. Hines reappeared within half a minute and deposited his vote. Cronin was in the booth only thirty-five seconds. Healey was slow. He was in a minute and a half. Then he appeared, and, discovering that he had made a mistake, he disappeared again for half a minute to perfect his ballot. It was then learned that the inspector of election had failed to put his initials on Mr. Healey's ballot. Hines ambled back to the booth and Cronin discovered he had left his ballots on resolutions behind him. No attention whatever was paid to the printed instructions. The rule making it obligatory for every voter to remain in the booth three minutes was flagrantly violated. Not one voter for the first half hour had the faintest idea how to fold his ballot. Voters would saunter out with ballots in their hands, walk around the room, consult with their

friends, and end the proceedings by presenting the ballots to the inspector.

"A man named Smith had been making himself conspicuously noisy for half an hour. He had been ejected from the space inside the rail and taken up a reclining position on top of it, where he held forth, assisted now and then by his cronies, Hines and Cronin. He now demanded to be allowed to enter a booth and prepare a ballot for one James Finley, the ancient mariner of Hog Island, a modern reproduction of Capt. Cuttle, on the ground that Finley was physically incapable. The only thing the matter with Finley was that he was drunk and had lost his sea legs. But he could read and write, he informed the Commissioners, and he was given a ballot. An old fellow named Mullin now boisterously forced his way into the voting space and proceeded to make a speech. He proceeded as far as 'it is my ambition,' when he was grabbed by the throat and hurled bodily out.

"Smith again became offensive. He was manifestly against Healey, and lost no opportunity to display his antagonism. He brought forth three men, Finley, Martin Welch and Thomas McTigue. 'These men can't write and they want my assistance. They are physically incapable.' The inspectors claimed that they must vote without Smith's assistance. Old Finley had in the meantime stumbled out of the booth. Smith called him over and talked for a minute or two. The voter finally left him, tacked toward the ballot box, changed his mind, and, ballot in hand, staggered out. Smith's other friends had obtained their ballots, but when the inspectors refused to allow him to arrange them, Smith ordered them to leave the room. To the most disinterested observer it was apparent by this time that nothing would be left undone to frustrate the operations of the law.

"Within twenty minutes this contingent, with Finley at their head, had returned. They had been taken out and instructed. Each held in his hand a crumpled ballot. Finley staggered in first, and threw his ballot in front of the inspectors. 'There it is,'

Some Pioneers in Civic Development of the Community



WILLIAM A. WYNN.



BENJAMIN C. LOCKWOOD.



BROCKHOLST L. CARROLL.



WATKINS W. JONES.



SMITH M. DECKER.



DANIEL BROWN.



WILLIAM J. BUCKLEY.



THORNDYKE C. MCKENNEY.

he stammered. 'Great Heavens!' exclaimed Smith, 'he's giving up the ticket we marked for him!' Then, turning to the other men, Smith yelled: 'Vote the ticket with the paster on.' And again: 'Put your paster on one of those tickets. Go back in the booth and use your paster.' By this time the inspectors' patience was exhausted and they forthwith ejected Finley and his three confederates.

"When it came to the counting of the votes, the simplicity of the conditions of this trial was again in favor of the election officers. They canvassed the five-name tickets by offices, handling each ballot five times, and announcing the result of the contest for each office as soon as it was reached. They were two hours counting the 306 votes that were cast in five hours and six minutes, of which fifty-

five were cast in the first hour. The result was:

"For President—Edmund J. Healy, 163; Joseph McKim, 140; blank, 3.

"For Trustee, two years—William A. Wynn, 295; blank, 8.

"For Trustee, one year—Nathaniel B. Day, 120; Andrew McTigue, 180; blank, 4.

"For Treasurer—Samuel B. Alt-hause, Jr., 163; L. T. Mulhearn, 155; blank, 6.

For Collector—B. C. Lockwood, 304.

"One of the resolutions, for raising a tax of \$15,000, was carried by a majority of one.

"The watchers at the canvass were D. L. Starks, W. W. Jones, B. Smith and Louis Walters.

"Judge Healy said it was one of the quietest elections they had had and a great improvement on the old system."

THE OUTER BEACH CALLED HOG ISLAND

The beach at Far Rockaway, and for many miles east and west, is undergoing frequent local changes. Many times the surf washes away several rods in width during a single storm, and perhaps the next storm adds more than has been removed by the preceding one. The sea often makes inlets to the bays and marshes, and as often fills up others, and for this reason, if no other, it is impossible to correctly give a geographical history of this section. The flow of the ocean is from east to west and while thousands of tons of sand are frequently washed away at easterly points and entrances to inlets and small harbors, this sand is deposited on and adds to the westerly portions of the same places.

The bathing beach of the village which, of course, is the greatest attraction to the enormous number of summer visitors, was not always as it is today. Up to fifteen years ago the bathing beach was separated from the village beach proper by Far Rockaway Bay and Inlet, and it was on this outer

beach, or Hog Island as it was called on account of its resemblance to a hog's back, that a large number of bath houses, owned variously by Friel, Wynn, Caffrey, Gipson, Lockwood and Smith, were erected. The outer beach, about one thousand feet off shore, was reached from the mainland by ferry boats. One of these was operated along a cable and another by sailboats, each being run by the bathing house proprietors, a fare of five cents per passenger being charged.

The outer beach was formed gradually by the ocean depositing sand on its westward sweep from Long Beach. Years ago the ocean came up to where Mr. Roche's tennis courts now are and laved the shore adjoining Roche's Tack-a-pou-sha Hotel, Caffrey's "Kul-loff" and the United States Hotel. When the outer beach became permanent enough, its commercial possibilities were quickly taken advantage of, and, in addition to its bathing and picnic attractions, two or three restaurants furnishing refreshments and en-

tainment were established. One such place, owned by Patrick Craig, was much frequented by Tammany Hall politicians who, in the summer time, made Hog Island the scene of their deliberations, as the Indians of old time had made the other Hog Island, now Barnum's Island in Woodmere Bay, the scene of their pow wows. Many conferences of great import to New York City took place in this out-of-doors annex to Tammany Hall, and it was at this time that the village was called familiarly in certain political circles, the Irish Saratoga.

During a great storm in the fall of 1893, the outer beach disappeared beneath the waves and every vestige of it and of all the buildings upon it was totally destroyed. Where one day had appeared this excellent pleasure resort of many thousands of people, which thousands of dollars had been invested upon, next day nothing was to be seen except an unbroken surface of water. Father Neptune had claimed his own again, but fortunately had taken no toll in human lives.

The beach is again forming, however, and may yet be used as it formerly was, but now there is no Inlet, as then existed, flowing through Wave Crest and into Jamaica Bay. The beautiful Wave Crest lake, as it was termed, was filled in about ten years ago when Frederick J. Lancaster's company opened up the

principal establishment is that of Edward Roche and is illustrated herewith. It has two thousand modern sanitary bathhouses located directly at the beach and every comfort and convenience of bathers, old or young, male or female, is thoughtfully catered to. On the beach itself are comfortable chairs and shades, refreshment and cigar



AFTER THE STORM IN 1903 AT FAR ROCKAWAY BEACH.

booths, shower baths, manicuring and hot salt water baths; there is a large parkway for automobiles; several splendid tennis courts, and above all a great stretch of glorious sandy beach. At certain times a small steamboat, the Oysterette, takes bathers without charge to the new sand bar now forming out in the ocean. And lastly, the pleasure seeker, gently tired from the



ROCHE'S BATHING ESTABLISHMENT, ONE OF THE BEST EQUIPPED ON THE ATLANTIC COAST.

Edgemere section as a real estate development.

The bathing facilities formerly afforded on Hog Island are far outclassed by the splendid modern bathhouse plants at Far Rockaway Beach. The

day's enjoyments in the health-giving ozone, may board an electric trolley car almost outside his bathing house and in a few minutes be transported to the main part of the village or to the railroad depot.

EDGEMERE

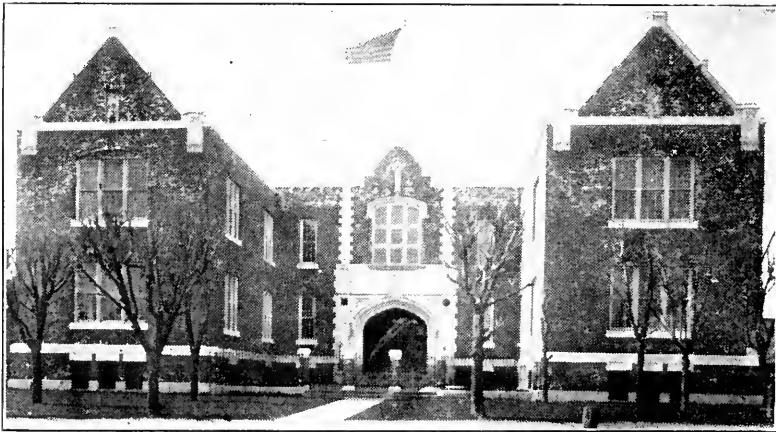
The Edgemere section of Far Rockaway was first opened up and developed by Frederick J. Lancaster in 1892. The road between Arverne and Far Rockaway had then been made, but only two or three houses existed in the whole area, which was a sandy waste, the only building of any pretension west of Wave Crest being the Half Way House, a hostelry.

Mr. Lancaster first called the place New Venice, but this was later changed to Edgemere, and is so called today. In addition to filling the marsh lands in and making roads, the magnificent

parish of St. Mary's at Far Rockaway. A large area of land north of the railroad tracks has been filled in, graded and sold off in building lots.

The Edgemere section is greatly exposed and although that fact renders it a most desirable summer resort and many fine houses have been built, there are very few winter residents.

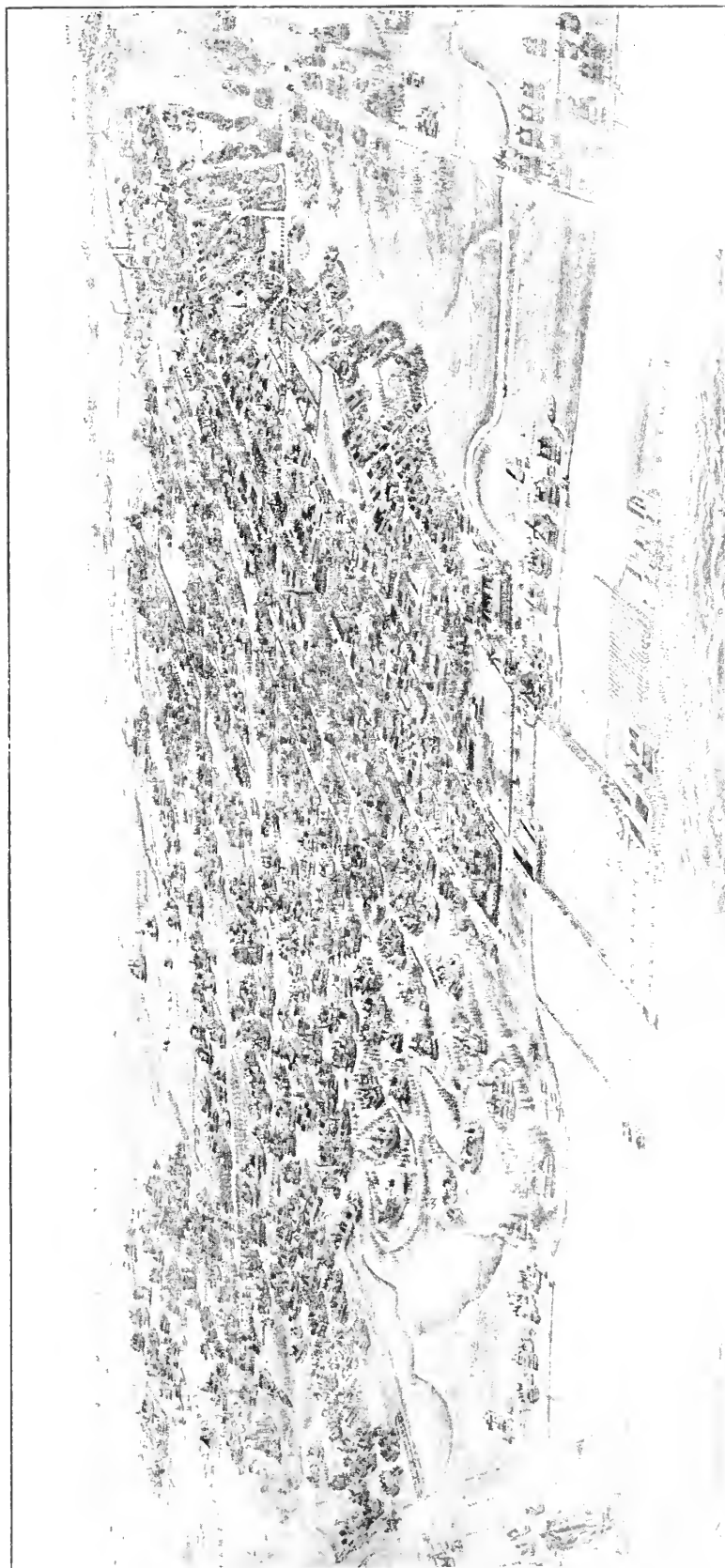
The Half Way House section, extending from a point west of the railroad station to the Arverne boundary, was a summer tent colony up to five years ago. Since that time various real estate developers have filled the land in on the



ST. MARY'S LYCEUM, BROADWAY, FAR ROCKAWAY.

Edgemere Club or Hotel was built. This was at the ocean front and near the Inlet. The hotel was equipped and furnished on a lavish scale and opened in 1894. At that time the beautiful Wave Crest lake existed and connected Far Rockaway Bay with Norton's Creek and Jamaica Bay. The lake and the Inlet were later filled in to make more building lots. The early development of Edgemere was slow but during the past few years there have been numerous sales, and a large number of houses, a few stores, and several high-class summer hotels, erected. The Roman Catholic Mission of St. Gertrude was opened at the pretty church built in 1911 near the railroad station, and is part of the

ocean and bay sides of the railroad tracks, and there are now hundreds of small frame houses and bungalows and a chain of stores. Those on the ocean side are essentially for summer use, but many of the houses on the Boulevard side of the track are occupied during the summer and winter. There is a fine modern hotel, the Half Way House, owned and conducted by Richard N. Noland, who is also the leading and most aggressive worker for the section. He originated the Half Way House Improvement Society which succeeded in getting the Long Island railroad trains to stop at that station during the summer months.



BIRD'S EYE VIEW OF FAR ROCKAWAY IN 1900.

Observe the outer beach (Hog Island), since washed away, with its bath houses, restaurants and ferries. Also observe the inlet at Edgemere connecting Jamaica Bay with the ocean. Bayswater and east of Edgemere section was not then built up as it is today.

ARVERNE

PRIOR to the year 1882 there were no houses in the section now known as Arverne, excepting two or three fishermen's shacks. In that year four men erected houses. William Scheer built the first house, and soon afterwards Frederick Bessler, Martin Meyer and Remington Vernam built two more houses each.

The first house built by Mr. Scheer stood about 500 feet south of the present boulevard on Cedar avenue, which, with Wave Crest avenue, became the first street in Arverne. At that time the section was a sandy waste, in parts of which grew a number of cedar trees. The gentlemen named, like others, had purchased land in Arverne, being attracted by its wonderfully vitalizing atmosphere and easy accessibility to the city. In those days a clear title to property in the section was a very scarce thing, and the services of lawyers were in great demand to clear up the difficulties. It is well known that many lawyers made a great deal of money by specializing in clearing up "cloudy" titles, and some of them became both owners and lawyers in the same transactions. Remington Vernam, a New York attorney, was apparently one of the latter class, and he had a great deal to do with the development of Arverne. The place was named after him, "R. Vernam."

Several purchasers of property in Arverne, including Mr. Scheer, paid for the same property more than once. This was occasioned by their having been induced to buy property from "squatters," only to find, after parting with their money, that their title was not marketable, and they would have to buy from persons deriving title under the Cornell partition suit.

The section now known as Arverne, and Edgemere were the last parts of the peninsula to be improved. Remington Vernam took up his residence at Arverne, and, after much bartering, bargaining, compromising and suing, became the owner of considerable areas which he speculated in, and sold off in smaller lots.

William Scheer, a wealthy resident, in

straightening out the title to land he had already purchased, became, somewhat unwillingly, purchaser of a large area. He aided his early neighbors who had faulty titles to substantiate them. He retained and built up about two blocks for himself and then sold the remainder to Vernam for a nominal sum.

Another early developer was William H. Amerman, who unexpectedly discovered that he owned a strip of land 800 feet in width running from ocean to bay. It appeared that in 1837, during the plague of cholera then prevalent, Mr. Amerman's father had purchased this land from the Cornell heirs, laid in a stock of food and isolated himself and returned to New York and apparently forgotten he ever owned the land. Many years later, when attention was attracted to the seashore, Mr. Amerman was attracted with it and discovered his ownership. He built several houses and still owns a portion of his father's original purchase.

Vernam and other owners set men to work leveling sand dunes, filling holes, clearing up and straightening the old sand path and making the property more attractive to intending purchasers and home seekers.

The Rockaway Railway, a steam route, branch of the South Side Railroad, was running an infrequent train service through Arverne between Far Rockaway and Rockaway Beach, on tracks laid parallel with and near to the ocean front, about 100 feet south of the present boulevard.

Numerous wealthy residents of New York were attracted to Arverne and built fine houses. Gas and water mains were laid and streets mapped out. Ocean avenue was the name given to the main thoroughfare, and in 1887 the Long Island Railroad Company, which succeeded the South Side, was induced to remove its tracks to the present track bed, and a station called Arverne was located at Gaston avenue which became the centre of the village. The former nearest stop was Atlantic Park, a seaside hotel run by Mr. John Kreuscher. The railway company had been promised a quit claim

to the site by Vernam, but it was not delivered to them and they erected another station further east at Straiton avenue, where all trains stopped instead of at Gaston avenue. This expedited the development of the easterly end of the

vious to this the inlet at Wave Crest, and the boggy land intervening, rendered communication between these places difficult, and sometimes impossible. A boardwalk three feet above the beach level, was also constructed by property



REMINGTON VERNAM.



WILLIAM SCHEER.

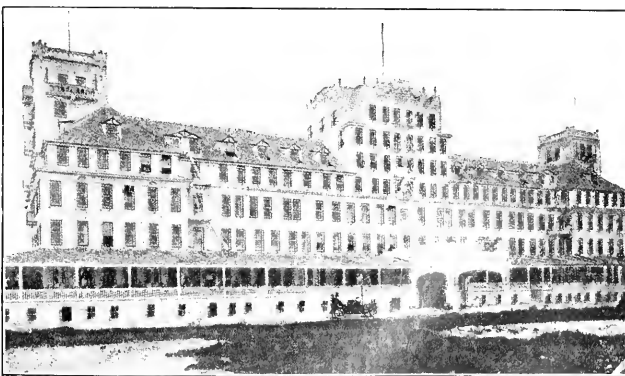


LOUIS J. SOMERVILLE.

village very greatly. The old residents objected to the stoppage of trains at Gaston avenue, and retained the services of the late Mayor of New York City, former Judge William J. Gaynor, to fight for a renewal of the service. Judge Gaynor waged a sharp but successful fight against the railroad company, which was ordered to renew the interrupted service.

owners about 300 feet north of the present boardwalk. This walk held the sand, became covered and made more beach for the owners, who soon afterwards erected another similar walk nearer the ocean, which again made more beach.

An ambitious project was the building of the Arverne Hotel in 1888. This was an imposing structure located on Rem-



THE ARVERNE HOTEL.

The Gaston avenue station continued to be the main station until 1912, when the present station was built.

About the same time, in 1886, a roadway was built connecting Far Rockaway with Arverne and Rockaway Beach. Pre-

ington avenue at the ocean front. The building was, and is, one of the largest in the Rockaways. It was estimated to cost \$60,000 but before it was completed it is said the total outlay was about \$200,000.

The summer train service was gradually improved and the place became a fashionable summer resort. Many wealthy families occupied summer homes and building proceeded in all directions. Stores were erected in the vicinity of the two railroad stations, and in 1888, a Protestant church fronting Ocean avenue was built with funds raised by public subscription, on land given for that purpose exclusively, by William H. Amerman. The church was known as the "Union Church," erected for the use of any and all Protestant denominations, who were ministered to during the summer months by visiting clergymen. This was the only Christian church ever in Arverne. With the influx of the Hebrew population the church fell into disuse, and the structure was moved to the Crippled Children's Home in Summerfield avenue some months ago and converted into an extension of the home.

The delights and benefits of surf bathing became increasingly popular and the beautiful Arverne beach, clean and gently sloping, free from treacherous currents, became the chief attraction. To accommodate the thousands of bathers of both sexes, numerous large bath houses were erected on and adjacent to the beach, and formed one of the principal sources of revenue.

With the advance of the place, and a corresponding increase in the number of residents, a sense of civic pride impelled them to combine in order to effect permanent improvements.

Towards the end of 1895 a meeting of residents was held at the house of the late Benjamin Lichenstein for the purpose of voting on a petition to incorporate the village. There were then about 125 residents and they decided to incorporate. A charter was granted the same year under the name of Arverne-by-the-Sea. The officers elected were: John R. Waters, president; William Scheer, Isidor Stern and Henry Tostevin, trustees; Henry E. Knight, treasurer, and Adolphus E. Karelsen, village clerk. The same gentlemen remained in office until the village was consolidated with the remainder of the Fifth Ward in Greater New York, January 1st, 1898. The most important work accomplished by the village board was in 1897, when they raised, by issuing bonds, the sum of \$200,000 with which they established grades at all street crossings, laid

sewers, curbed streets, lighted them by gas lamps, and made and extended Ocean avenue beyond Storm avenue toward Edgemere. Arverne streets are laid on a model plan, running north and south, 200 feet apart.

In the years 1900-1901 the Arverne boardwalk was built by the various ocean front owners, with one or two exceptions and these were made up by the other ocean front owners. This was an elevated timber structure built on spiles high above the water at high tide, and is a famous ocean promenade. It is about three-quarters of a mile in length and has fronting it several blocks of stores, bathing houses and open beaches. Many people there are who claim that the boardwalk was always Arverne's greatest asset. It is a delightful place, affording views of the broad Atlantic ocean and enjoyment of the pure ozone wafted in.

Arverne came into the heyday of its popularity about this time. Pleasure and family hotels and boarding houses sprang up all around, a greatly accelerated train service was secured, private coaching parties from Brooklyn and Long Island made the village their resort, and a large and handsome theatre was built south of the boardwalk over the ocean. This theatre, which had a seating capacity of 800, and was thoroughly equipped with a large stage, was completely washed away on the night of January 5th, 1914, during a violent storm which tore up the ends of many streets, washed away several houses and partially wrecked the boardwalk. Persons who had seen the theatre intact on the preceding night were unable to find a vestige of the structure next morning, excepting half a dozen of those spiles which supported it.

The boardwalk has many times suffered damage by violent storms, and although always repaired, should be replaced with a new walk.

As the section south of the railroad tracks rapidly filled up, Vernam turned his attention to the marsh lands north and running to Jamaica Bay. This tract was considerably larger than the older section of Arverne. Filling in operations were commenced and the task proved to be a gigantic one. Vernam died in 1907, after having shortly before his demise sold the entire section to the Somerville Realty Company, which immediately proceeded to bulkhead the

property, fill it in with sand pumped from the bay, and lay out modern streets with parkways. This property is now known as Somerville Park and is so named after its developers. Where ten years ago existed swamps and marsh lands there are now stores, upwards of two hundred cottages and valuable commercial dock front lots.

Five years ago, William Scheer caused a large tract of land owned by him north of the tracks, adjoining Somerville Park, bounded by Jamiaca Bay on the west and Somerville Park on the east, to be bulkheaded and filled in to a high grade. The immediate future of this section is

There are no manufactures or industries and the prosperity of the place depends entirely upon the patronage from summer visitors who are attracted by the bathing, boating and fishing but above all by the wonderful health-giving and invigorating climate. The summer carnivals, until recently held at Arverne, were among the earliest, most elaborate, and best-known throughout the country.

There has been a government life-saving station at Arverne for more than forty-five years past, the first keeper having been Daniel B. Mott. It is now termed the Coast Guard Station and is at the easterly end of the village. There



ARVERNE SYNAGOGUE—DERECH EMUNOH.

pregnant with large commercial possibilities, as much of this property has frontage to deep and navigable water.

The Somerville Improvement Society efficiently looks after the territory north of the tracks. Its officers are Frederick W. Avery, president; Arnold Wetzler, vice-president; Howard Hosmer, treasurer, and Charles R. Minnis, secretary.

Credit should be given to the Women of Arverne, who have been well to the front in its civic affairs and have raised funds to pay for cleaning the streets and lighting the boardwalk.

Although Arverne is essentially a summer resort, there are now several hundred permanent all-year residents. In addition to the public school and two railroad stations, there are a post office, numerous stores, a synagogue, moving picture theatre and public garages.

is a keeper, Joseph D. Meade, and nine men are stationed there. They, and the men at Rockaway Point, are in charge of this section of the coast. The station is well equipped, having two boats and all apparatus for rescue work. Several of the old mortar guns from which life lines were fired out to wrecks in stormy weather may be seen at the station.

The train service is excellent and the system, like all others on the Rockaway branch, is electrified. Direct connections are had with Flatbush avenue, Brooklyn, and Pennsylvania Station, Manhattan. The running time is only about thirty minutes.

The winter population is estimated at 1,000 persons.

Among the early developers and residents of Arverne should be mentioned O. K. Eldridge, S. E. N. Derickson,

Henry E. Knight, H. M. Tostevin, Charles Dunham, Straiton, Storms, Walter Schiffer, Benjamin Lichenstein, W. H. Amerman, M. J. Mulqueen, Florian Rohe, William Scheer, Martin Meyer, Henry Shultheis, Ernest Ochs, John B. Summerfield, B. A. Hard, Miss A. Barrett, Nathaniel A. McBride, Arnold Sampter, A. B. Ansbacher, Samuel Mosbacher, Joseph P. Powers, Captain

Kaiser, William Sommers, Arnold Behrer, Kuttner and Sidel Tilghamn.

The central fire house of the Fifth Ward is situated at Arverne. Battalion Chief William E. Lawrence is in charge of the section. The Arverne equipment includes up-to-date motor and horse-drawn apparatus and is handled by a force of fourteen men.

ROCKAWAY BEACH

THE pioneer developer of Rockaway Beach was James S. Remsen, the popular and affable "Uncle Jim" of Jamaica, who in 1853 with John M. Johnson purchased from Charles G. Covert two-thirds of plot No. 1, referred to at length in the chapter on Sales and Division of Lots. Remsen and Johnson's purchase was then between the United States land at the western end of the peninsula and the Stringham tract. Two years later, in 1855, James S. Remsen bought another plot of 300 acres from Lewis and Abram Hewlett for \$485.50, being about \$1.62 an acre. In 1858 Remsen gave Johnson \$20,000 for the latter's interest, and thereby became the sole owner.

Michael P. Holland, also of Jamaica, purchased the section of Rockaway Beach named after him in 1857 and soon afterwards Louis Hammel acquired the tract to the east of Holland. Sixty years ago, Rockaway Beach was known as the Lower Beach (from Far Rockaway) and extended a little beyond the present entrance to the Belle Harbor section. Land was valued only for the salt hay it produced. It was reached either by boat across Jamaica Bay or from Far Rockaway by a rough wagon road across the meadows and marshes where Edgemere and Arverne now are. The deep inlet which formerly swept straight between the point of the beach and Barren Island was moving in a westerly direction year by year, and the peninsula was rapidly being added to by the enormous sand

deposits made by the ocean. Many millions of dollars' worth of property have in this manner been added to the western end of the peninsula and of late years modern dredging and filling in appliances have been brought to work by real estate operators, who have availed themselves of Dame Nature's kindness and augmented her efforts to give them land by bulkheading it, in order to prevent it getting away again and, by filling in sand from ocean and bay, made it up to a suitable building grade.

When the first post office was opened at Rockaway Beach the section was called Oceanus and that name is still used by some post offices today.

The oldest house is the old Dodge Homestead on the Boulevard at Dodge Avenue, and this is now being demolished. In addition to this, there were only four fishermen's houses, little better than shacks, when Remsen, Holland, Hammel and others came. They realized the commercial possibilities of the place, which was a very narrow neck of land with a slightly curving southerly frontage to the Atlantic Ocean, and a much indented northerly frontage to Jamaica Bay, and the earliest efforts were directed towards securing good transportation from New York City and New Jersey. The beach then formed part of the Town of Hempstead.

In 1863 Remsen conveyed all the land, excepting a strip 1,150 feet in width running from ocean to bay, which he

Some Pioneers in Civic Development of the Community



MICHAEL P. HOLLAND.



PHILIP CLOSS.



JAMES S. REMSEN ("UNCLE JIM").



JOHN W. WAINWRIGHT.



DAVID J. FELIO.

named Seaside Park, to Dr. Thompson. In doing this Remsen's chief consideration was to secure a railroad connecting with Seaside Park, and Dr. Thompson agreed to build a railroad from East New York to Canarsie and maintain a steam ferry route between Canarsie and Seaside Park landing. This ferry route was established and, although faulty in its service, was the beginning of big things for Seaside. In the meantime other sections were undergoing changes. As early as 1872 a steam railroad extension was run from Far Rockaway along the ocean front through Edgemere and Arverne, and as the places were built stops were made at Kreuscher's Atlantic Park (now Park Avenue, Arverne), Eldert's Grove, the Holland House, Remsen and Wainwright's Seaside House and the Neptune House.

At that time the entire beach was covered with groves of fine cedar trees and, in addition to these shading delightful pleasure grounds, they furnished material for building many structures.

William Wainwright joined Remsen in various enterprises at the beach when he went there in 1874 and their first important project was the building and opening of the Seaside House, a fine hotel directly at Seaside landing on Jamaica Bay. Other hotels were erected and Rockaway Beach attracted thousands of visitors and became firmly established as a popular summer resort. The first hotels included the Surf Pavilion, Metropolitan Hotel and grove, Atlas Hotel, Mammoth Pavilion, Ruland's Seaside Pavilion, Hillyer's Surf House, Grand Republic Hotel, East End Hotel, Hammel's Hotel, Atlantic Park Hotel, Holland House, Eldert's Grove and Hope's Centennial, all being located in the Seaside, Holland and Hammel sections of the beach.

To Mr. Wainwright must be given considerable credit for the early success of Rockaway Beach as a summer resort. Chiefly through his efforts and perseverance numerous large pleasure steamers brought thousands of visitors daily and they all landed at Seaside landing, where three piers were built. Seaside Avenue was the first street laid out, and the site was chosen because it was the shortest distance from bay to ocean and the channel was deep close inshore, rendering dockage economical

and enabling steamers of heavy draft to dock easily.

Among the boats which docked there were the *Grand Republic*; the *Plymouth Rock*, being the old Boston boat; the *Neversink*; the *Americus*, built by William Tweed; the *Tammany Tiger*; the *William Cook* and the *Twilight*, all from New York; the *Majenta*, from Newark, N. J.; the *Marion*, from Jersey City; the first Iron steamboat from Yonkers, being the *Francis*; and the *Blackbird* and *General Sedgwick*.

Houses were built everywhere to accommodate and cater to the needs and pleasures of the many thousands who visited the beach; countless bath houses were erected on or near the beach front to accommodate the bathers desiring a dip in the ocean, and many amusement centers were originated.

In 1878 Remsen and Wainwright gave to the New York, Woodhaven and Rockaway Railroad Company, all the land forming the present Seaside Station. About the same time Michael P. Holland gave to the same company the site of the present Holland Station, and Louis Hammel gave the site of the Hammel Station. The Rockaway Beach Park Association, of which Henry Y. Attrill was president, gave the site of the present Rockaway Park railroad station. A condition of the gift in each case was to the effect that the stations should always bear those names. In August, 1880, the first train ran over the five-mile length of wooden trestle which had been built by this railroad company across Jamaica Bay, reaching the beach at Hammel Station and then proceeding westerly on a new line laid connecting the stations named. The old line nearer the ocean front was later taken up.

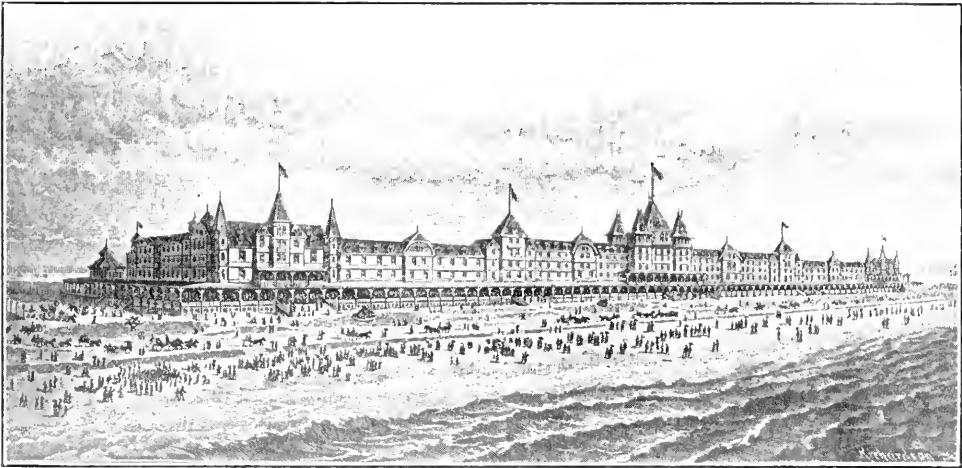
The opening up of this new steam line made traveling to and from New York and elsewhere very easy. Instead of being a sparsely settled section, building development proceeded everywhere and lots rapidly increased in value and demand. Speculators turned their attention to the wonderful new seashore development, and among other schemes, one, which ended disastrously for those financially interested, was the construction of the largest hotel in the world, known as the *Rockaway Beach Hotel* and sometimes as *Attrills Hotel*. This hotel was built by the Rockaway

Park Association at a cost of \$1,250,000. The plumbing in the building cost \$90,000. It stood facing the ocean and covered a site from the present First Avenue to Fifth Avenue. The hotel was described in the year 1881 as follows:

"The Largest Hotel in the World.

"In 1881, while not yet completed, a part of it was opened to the public about the 1st of August. The building is about 1,188 feet long by 250 feet wide. It has several hundred rooms and over 100,000 square feet of piazzas. Near the hotel are a large number of

men on the building were never paid and threatened to burn it down, but later on they received certificates in the assets of the association in lieu of wages. James W. Husted had been appointed Receiver by the Court, and John W. Wainwright, then a youth, was his clerk or secretary in connection with the affairs of the hotel. The structure was sold for \$20,000 in 1884 and torn down, parts of the material being purchased by local men and utilized by them in building hotels and other houses.



THE MAMMOTH ROCKAWAY BEACH HOTEL.

bathing houses. The water and gas supply is furnished from the company's own works, a Holly pumping machine forcing the water from a large well to all parts of the hotel. The drainage system is complete; all the refuse matter is discharged through massive iron pipes at a point distant from the hotel, and is carried by direct currents into Jamaica Bay. The rooms are heated by steam. The observatory on the top of the hotel is two hundred feet square and there are two elevators to it. An unobstructed view of the ocean, the bay and the Long Island country for miles around is obtained from this elevation."

The hotel was never opened, with the exception of one wing for about a month in August, 1881. It was sumptuously furnished. Forty average persons could have walked up the main stairway arm in arm. Many of the work-

Another ambitious project was the famous iron pier constructed at Seaside by Theodore Havemeyer. It was then the largest pier in the United States and extended about 1,300 feet into the ocean, affording landing, at times, for steamers. The pier head was 82 feet wide and the pier itself 32 feet in width. A portion of the pier still remains, but the greater length of it has been washed away by violent storms during the past few years.

Among the early settlers and developers of Rockaway Beach, in addition to those already mentioned, i. e., Remsen, Johnson and Wainwright, are the following: Garret Eldert, Luke Eldert, Michael P. Holland, John Jamieson, John Bond, Louis Hammel, John Waters, Peter McGirris, Al. Ruland, Harper & Strumpf, E. E. Datz, Harry A. Failing, Louis Phillips, Charles A. Schilling,

Edgar L. Morrison, Sam Myers, Henry Hilmyer, David J. Felio, George Burchell, John Healy, Phillip Closs, Dr. Brandreth, Henry W. Isaacs, John J. Curley, Jacob Kohn, Emanuel Arnold, Richard A. Simpson, John Barry, Henry Schonke, Alfred C. Bedell, Benjamin Ryder, William Henne, L. A. Wollenweber, Frank Sheppard, John R. Murray, Theodore Kruse, Martin Meyer, George Bennett, John R. Vail, John J. Kelly, August Wiedermann, John Hanley, Charles Crabbe, Albert Meisel, Charles A. Dashby, Valentine Seaman, George L. Lambert, Thomas J. Corning and William E. Meissner.

In 1886 the boulevard connecting Rockaway Beach with Far Rockaway was completed. The permanent population at the beach at that time was estimated at one thousand persons.

About the same time First Congregation Church and shortly afterwards the Roman Catholic Church of St. Rose of Lima were built.

A great fire occurred at Seaside on September 20th, 1892, when a large part of the main section, including all building from ocean to bay between Henry Street and Centre Street, were destroyed. The fire occurred after the close of the season's business, but its effects were most disastrous. The damage by fire and water was estimated at half a million dollars.

In the following year the section was rebuilt and many more places of entertainment and amusement soon sprang up. An elevated ocean front boardwalk from Holland to Seaside was erected and added greatly to the attractions of the place, which soon came to be one of the best known summer resorts in the country.

On July 1st, 1897, the Village of Rockaway Beach, Queens County, New York, was incorporated with the following officers: John W. Wainwright, president; Louis Kreuscher, John J. Kelly and David J. Felio, trustees; Thomas J. Corning, treasurer; Clarence W. Sherwood, collector; Harry A. Failing, clerk; Sanford Murray, street commissioner, and Dr. Obed L. Lusk, health officer.

The Board of Health consisted of William G. Wainwright, president; Charles Crabbe, John J. Curley, Michael P. Holland, and Albert Meisel, secre-

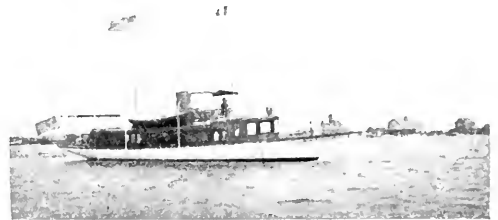
tary. James M. Wainwright was village constable.

At that time the assessed valuation of the village was \$570,000 and immediately after incorporation village bonds for \$57,000 were issued and that amount of money raised and expended in street construction and paving.

The village was absorbed in Greater New York on January 1st, 1898, and lost its individuality thereby.

During the years of the development of the older sections of the beach the ocean was constantly adding land at a rapid rate to the westerly end and since consolidation the newer districts of Belle Harbor and Neponsit have come into being.

These two districts are high class real estate developments formed by the filling in and bulkheading of the west end. In the year 1897 an electric trolley line was constructed from Far Rockaway running through Edgemere, Arverne and all of Rockaway Beach, including Hammel, Holland, Steeplechase, Seaside, Rockaway Park, Belle Harbor, and terminating at Neponsit. The fare charged is only five cents for the entire distance and this line greatly aided the development of Belle Harbor and Neponsit, the nearest railroad station to which places is at Fifth Avenue, Rockaway Park. Many fine residences are now built there and, in addition, the

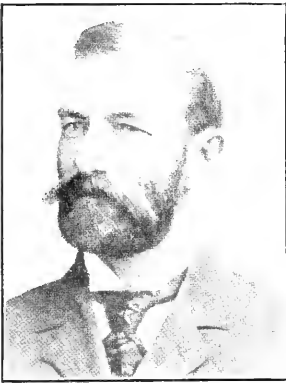


ON JAMAICA BAY.

Episcopalian Church of St. Andrew, and the Roman Catholic Church of St. Francis De Sales with its parochial school, are located at Belle Harbor.

The city owns a large area acquired for a seaside park and has erected a huge hospital near the ocean front. The United States Government has recently constructed Fort Tilden near the same point, and has, also, a life saving station there. The peninsula terminates

Some Pioneers in Civic Development of the Community



CHARLES CRABBE.



WILLIAM WAINWRIGHT.



CHARLES A. SCHILLING.



FRANKLIN C. NORTON.



EDGAR L. MORRISON.



JOHN A. RUTH.



WILLIAM SCHONCKE.



ANDREW J. KENNY.

at Rockaway Point, a little west of the summer colony of Roxbury.

Rockaway Park is well equipped with numerous fine hotels, boarding houses, modern stores, residences, garages, public school, fire house and picture theatre, in addition to which the beautifully clean, wide beach, ideal for bathing purposes, is overlooked by a wide boardwalk. St. Malachy's Home for Boys and the Hebrew Home occupy large sites near the ocean front, and educate and clothe a large number of children.

The Seaside section is the summer amusement section, and there are located Morrison's Theatre, Wainwright & Smith's Pavilion and Hotels, Felio's New York Hotel, the Seaside House, Healy's, Cunningham's, Schilling's, Poggi's and numerous others, as well as the innumerable attractions on the Bowery and the Steeplechase section of the boardwalk, where roller coasters, picture theatres and the dark caves offer ample means of passing the time pleasantly at the ocean front.

The Holland and Hammel sections have a more permanent population, and the Boulevard is lined with stores from one end to the other. In these districts there are three churches; a Jewish

Synagogue; a large public school a branch public library; a splendid free hospital well equipped with a staff of doctors, nurses and an ambulance; the Rockaway Beach post office; two weekly newspapers, the Wave and the Argus; numerous summer and winter hotels; boarding houses, garages and thousands of bathing houses at the ocean front, as well as many private residences. These sections are almost solidly built up. A cable station for receiving Transatlantic messages is at Fairview Avenue.

The Jamaica Bay shore between Hammel and Neponsit is lined with docks used by private yacht clubs, or where boats of all descriptions may be hired. Some of the clubs have elaborate quarters and great memberships, the two best known being the Jamaica Bay Yacht Club and the Belle Harbor Yacht Club.

The 281st Precinct police station and lockup are now in the old school house at Boulevard and Academy Avenue, Holland. The first station house (1898) was in a brick building near the ocean in Henry Street, Seaside, but a move was made to the present quarters in 1901, when the public school was opened across the Boulevard. There



DISTRICT ATTORNEY DENIS O'LEARY.

are fifty-two men, including captain and lieutenants, permanently stationed there, and the precinct includes all the territory from Cronin's crossing, Arverne, to Rockaway Point.

The City Fire Department has a substantial brick fire house at Fifth Avenue, Rockaway Park, with motor and horse-drawn apparatus handled by

twenty-two men; an engine company and fourteen men at Seaside; a hook and ladder company with fourteen men at Holland, and an engine company with fourteen men at Grove Avenue, Hammels.

There are no factories at Rockaway Beach, the total permanent population of which is estimated at 12,000 persons.

THE SECESSION MOVEMENT

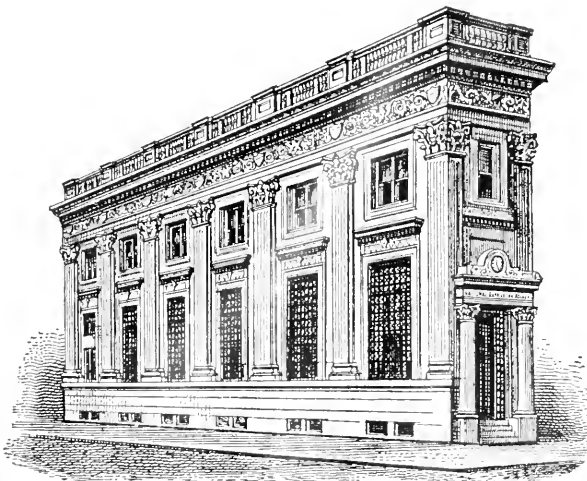
Prominent residents of the area occupied by the former incorporated villages of Far Rockaway, Arverne and Rockaway Beach, which now form the Fifth Ward of the Borough of Queens, have during the past few years made strenuous attempts, well supported by a majority of the residents and property owners, to secure more recognition from the Greater City, and an expenditure of money on this section in return for the annual taxes paid in.

This area is assessed for the year 1917 for taxes at the sum of \$60,301,710 and residents claim they do not receive adequate attention to their needs in return. They point out that an up-to-date sewer system; an ocean front boardwalk from Far Rockaway to Neponsit; a better highway or boulevard through their territory; better main roads and a highway connecting

the Rockaways with Brooklyn, across Jamaica Bay, are needed.

To secure these improvements they claim they must again have local self-government, and accordingly in the spring of 1915 a bill was presented and passed in the legislature at Albany creating of the Fifth Ward a separate city called Rockaway City. At the time of the presentation of the bill a great delegation went from Rockaway on special trains to Albany and a public hearing was given in the Assembly chamber. Hopes of success ran high until the bill, which passed in the Senate and Assembly by very large majorities, was vetoed and thereby defeated for that year by John Purroy Mitchel, Mayor of New York City, after a public hearing in City Hall.

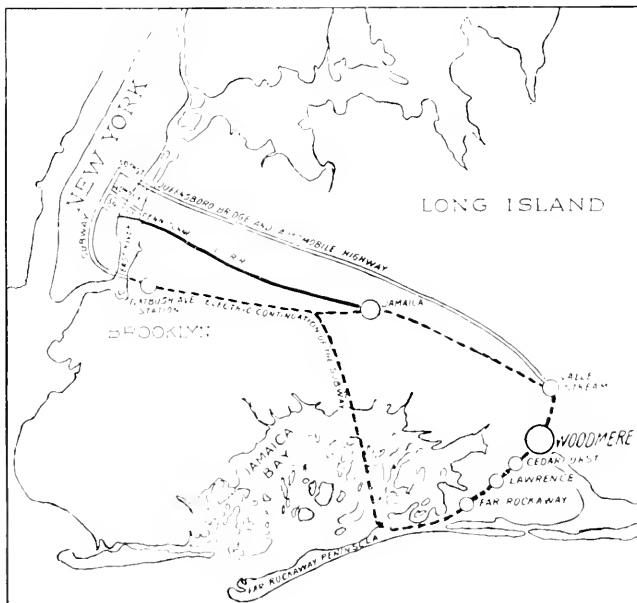
The next year another bill was drawn and presented, but was not pushed for



NATIONAL BANK, FAR ROCKAWAY.

passage. In 1917 the third measure was strenuously urged and again successfully passed both houses and was again sent to Mayor Mitchel for signature or veto. The Mayor again vetoed the bill. Leading residents are hopeful that under the administration of John F. Hyland, whose term of office as Mayor

commences on January 1st next year, their needs will be better looked after and some serious attempt made to furnish the most urgent of their requirements. In that event they express themselves willing to remain a part of the greatest city in the world and forego their applications for local autonomy.



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